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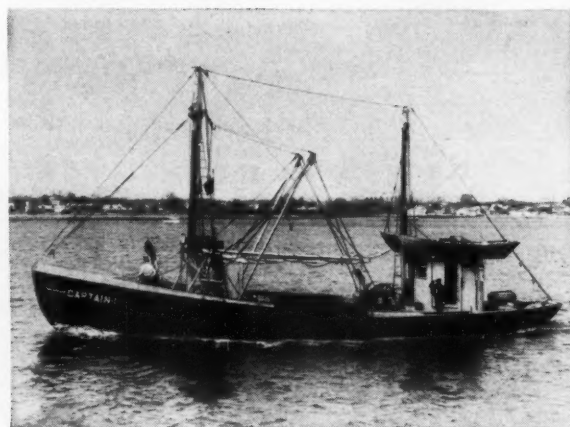
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## Fishing Industry Ready to Help Meet Emergency Food Needs

Influences generated by the Korean conflict have caused such a wild rush of food buying that buyers' markets have been changed into sellers' markets for many products.

When the Communists invaded South Korea, there were hardly any food reserves in homes, or in public eating places. Processors held materially less than in 1949. Stocks in warehouses of wholesale distributors were down at the beginning of Summer harvesting and packing.

Consumer hoarding of canned fish has been small thus far, but the war excitement assisted wholesalers in so materially increasing sales to retailers, that most trade buyers have been purchasing more from canners, and are anxious for early deliveries from new packs.

Fish, fruit and vegetable canners will soon be so well sold, and heavily shipped, that prices are likely to edge upward.

Fresh and frozen fish prices should be strengthened by the advancing fresh meat market diverting more demand to fish. The average retail price of fish on July 15 was .07% over the previous month.

The wholesale food index of Bureau of Labor Statistics on July 15 was 9.4% over last year. Retail prices of all foods are 6% higher than those of a year ago. Farm prices now are estimated to be 10% over 1949.

Any price declines cannot go far, because most producers have sold enough to be able to maintain prices, or make advances where justified, during the inflationary effects from increased spending for preparedness.

With about 60% more men due to be inducted into the Armed Forces in the next five months, it is obvious that food requirements will be increased. Relatively small pipelines to the Orient must be filled. Some reserves must be accumulated during the packing seasons.

Because so many men may have to be fed overseas, it is probable that purchases of canned foods by the Quartermaster will go up more than 100%.

No one predicts set-asides for canned fish in the immediate future, although the Army Quartermaster Corps has asked for voluntary set-asides of canned meat and fruits.

The Army is reported to have large carry-over stocks of canned fish, but if this country has the job of feeding South Korean civilians, who are big fish eaters, added supplies will be needed. Fish production in Korea, which totalled 15,850 metric tons in April, may come almost to a halt.

The Quartermaster Corps is at a standstill until the top Government officials say what additional supplies they want for the Services, and the quantities of staple foods that will have to be provided for civilians in the Orient.

Additional quantities of fish will be needed if the Government decides that reserve food stocks should be accumulated for armies of Allies in Korea or elsewhere.

Other countries, concerned about having sufficient foods during the world-wide impulse to hoard stocks, may take more of our surpluses and might want even greater quantities than we can supply.

Regardless of the outcome of the Korean War, it is certain that Government's preparedness program will be expanded. With more people to feed, both in the Armed Services and among foreign civilian populations, the Government's food requirements will be much greater, and the fishing industry undoubtedly will be called on to supply a large portion of these needs.

The fishing industry can expand its production immediately. As has been found in past emergencies, no food is as readily procurable as fish. With the increased fleet of modern fishing craft now available, the industry is in an ideal position to augment the nation's food supply.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXI

AUGUST 1950

NO. 7

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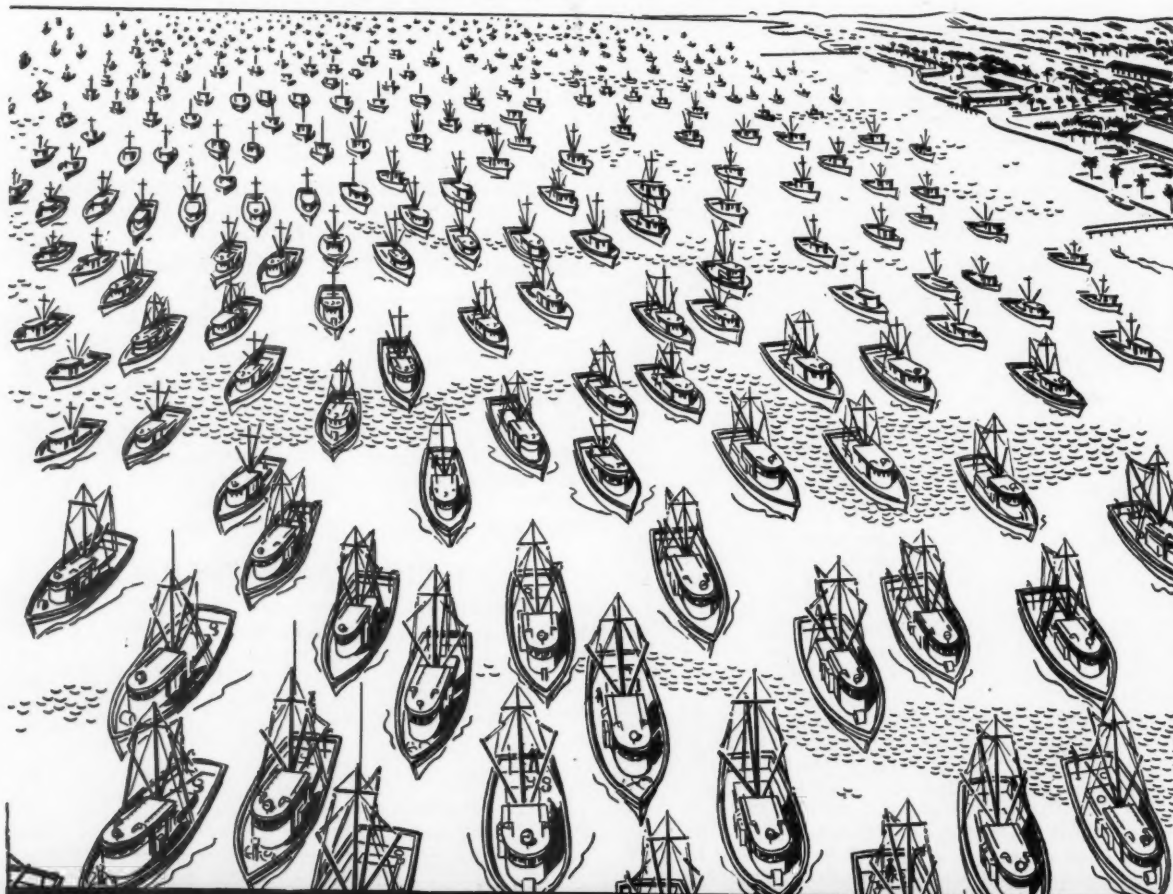
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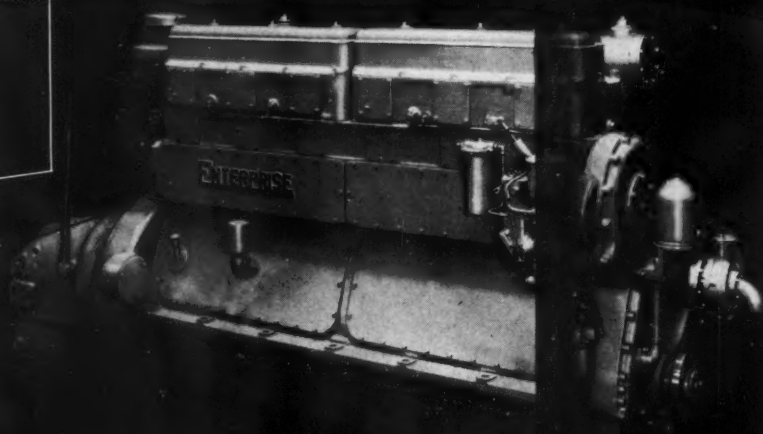
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# Sounding-Lead

## SHRIMP TREATY WITH MEXICO

The Chambers of Commerce of the Mexican coastal towns along the Gulf of Mexico have petitioned the Ministries of Marine and Foreign Relations to negotiate a fishery treaty with the United States, particularly with respect to shrimp. The merchants and fishermen believe that the Mexican fishing zone should have a limit of nine nautical miles from the coast rather than the three miles recognized by the United States.

Milton J. Lindner, chief of the U. S. Fishery Mission to Mexico, has disclosed that the Mexican Directorate General of Fisheries has completed studies relative to the celebration of treaties between Mexico and the United States and between Mexico and Cuba. The treaties would concern the exploitation of marine species within Mexican territorial waters by fishing companies or individual fishermen of the two countries.

According to a Mexican news article, since the majority of the fishing boats off the Mexican coasts are from Cuba and the United States, "it is considered necessary to establish treaties principally with these countries so as to have clearly specified the obligations which the foreign fishermen undertake and the responsibilities which they incur by not subjecting themselves to Mexican fishery laws and their regulations. In this way, the existing confusion which gives place to disagreeable incidents will be eliminated."

In a situation similar to the recent Mexican-U.S. incident, Russia has announced that it claims a 12-mile limit in the Baltic Sea. Sweden and Denmark have jointly accused the Soviet Union of "encroaching upon the freedom of the open sea." The limits of the territorial waters of Europe have been established for centuries, and as far as the Baltic states are concerned, have been fixed at three or four miles.

**BILLS PASSED** The House passed a bill on July 10 directing the Interior Department to conduct a comprehensive, continuing study of species of fish of the Atlantic Coast, including bays, sounds and tributaries. The measure, which now goes to the Senate, is a House Merchant Marine and Fisheries Committee version of several individual survey bills.

Findings of the study will be given to the States for their use in developing and protecting their fishery resources.

The House also passed a bill which extends the life of the Atlantic States Marine Fisheries Commission indefinitely. It also permits any two or more States to enter into agreements for joint regulation of fishing operations within waters in which the member States have a common interest. The measure now goes to the Senate.

The President has signed S. 3550, extending import-control authority over fats and oils for a one-year period from June 30, 1950.

## DIRECT LANDINGS BY FOREIGN FACTORY SHIPS

Congressman Clark Thompson's Subcommittee on Fisheries of the House Merchant Marine and Fisheries Committee held hearings August 2 on Congressman Donald Nicholson's H.R. 9134, a bill to amend the U. S. Code. As explained to the Subcommittee by the bill's author, H.R. 9134 would more clearly define the original intent of Congress to preclude foreign fishing vessels from landing their catches at United States ports.

There is a loophole in the present laws which would enable factory ships to take fishery products aboard on the high seas and thence proceed to a U. S. port for unloading. The loophole extends to allow foreign fishing vessels from one country to clear customs at another country as a cargo vessel, and then proceed to a U. S.

port for unloading. The loophole was discovered when Icelandic and French fishing interests sought a ruling from the Bureau of Customs on the subject.

The Nicholson Bill would plug this loophole. The language of the bill is very explicit: "Except as otherwise provided by treaty or convention to which the United States is a party, no foreign-flag vessel shall, whether documented as a cargo vessel or otherwise, land in a port of the United States its catch of fish taken on board such vessel on the high seas or fish products processed therefrom." Also included are any fish or fish products taken on board such a vessel on the high seas from a vessel engaged in fishing operations or in the processing of fish or fish products.

There was no opposition to the bill, and it was expected that it would be reported out favorably by the Merchant Marine and Fisheries Committee at its next executive session.

The two companion bills in the Senate, introduced by Senators Saltonstall and McMahon, are before the Interstate and Foreign Commerce Committee.

## NORTHWEST ATLANTIC TREATY

The International Convention for the Northwest Atlantic Fisheries entered into force on July 3. The necessary fourth instrument of ratification was deposited on July 3 by Canada with this Government, which is designated by the convention as the depositary government. The United States, Iceland, and the United Kingdom had previously deposited instruments of ratification.

While the United States completed ratification of the treaty last August, Congress has yet to provide the machinery for this country's participation in the convention. Legislation that would set up such machinery is waiting for action on the Senate calendar.

Under the terms of the convention there will now be established the International Commission for the Northwest Atlantic Fisheries and separate panels for each of the five sub-areas constituting the over-all area covered by the convention. All contracting governments will be represented on the Commission and those contracting governments having particular fishing interests in each sub-area will be represented on the panels of the sub-areas.

The primary function of the Commission will be to collect, collate and disseminate scientific information on International fisheries in the convention area.

While the Commission has no direct regulatory powers, any panel may transmit through the Commission to the contracting governments recommendations for measures, based upon scientific information, which are deemed necessary for maintaining those stocks of fish which support International fisheries in the convention area. Within a specified time after acceptance of such recommendations by the panel governments of each sub-area affected, the measures will become applicable to all contracting governments.

## SENATE COMMITTEE ACTION

The Interior Department under a proposal of the Senate Appropriations Committee, which concluded its report the second week in July, would get \$150,000 to conduct further experiments in freezing fish at sea. The project would be administered by the Fish & Wildlife Service.

At a recent meeting in Washington of F&WS technologists, reports were made on the progress in freezing fish at sea. It is carried as a No. 1 project for the fiscal year ending June 30, 1951.

Senator Leverett Saltonstall, as a member of the Appropriations Committee, was mainly responsible for having his committee recommend in its omnibus appropriation bill report that another person be named to serve as a fishery traffic expert in the Agriculture Department's Transportation Division.

In the same appropriation bill the Senator asked the Army Quartermaster Corps to be directed to make its

(Continued on page 51)



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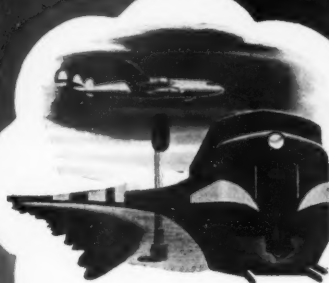
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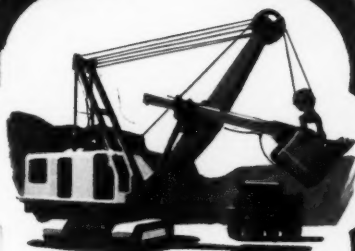
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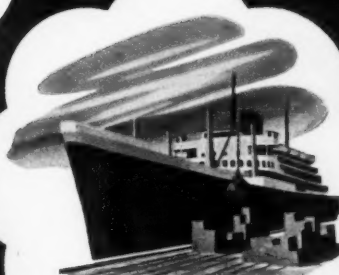
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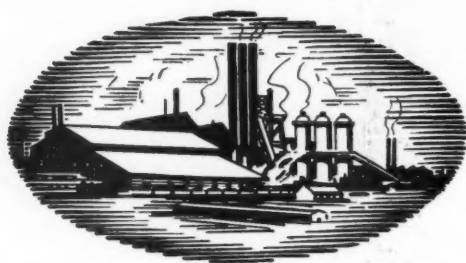


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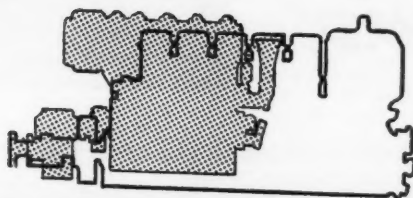
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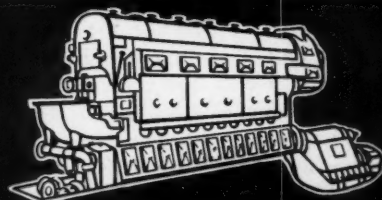
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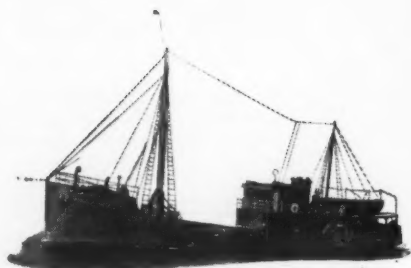
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**"BEST THING  
I EVER HAD,"**



## beam trawler captain reports about **Sperry Loran**

► CAPTAIN ALLAN J. FOOTE of the *William J. O'Brien* formerly had to find his fishing spots by dead reckoning in foggy weather. Now Sperry Loran finds them for him with pinpoint accuracy. "Best thing I ever had," he says.

► "With Loran I can fish within  $\frac{1}{4}$  of a mile with a 5-mile tide. I'm sure of one thing: if you threw a baseball over the side in Boston Harbor and allowed for tide, I could pick it up by navigating with Loran. I don't know how I ever fished without it."

► On one trip to Cultivator Shoal off Georges Bank 200 miles out of



Boston, Captain Foote and his crew traveled four days and fished five more without once seeing the sun. Yet Sperry Loran kept the 125-foot

trawler on a spot 25 fathoms deep,  $\frac{1}{2}$  mile wide.

► "It was thick of fog," remarks Captain Foote, "but we stayed on our Loran fix and got our whole catch (104,460 lbs.) from there. We stocked \$8,741.15. And it was caught by that Loran."

► Captain Foote—or the skipper of any of the six Loran-equipped O'Brien beam trawlers—knows his destination before leaving port. Then Sperry Loran leads him there—and keeps him there until the rich haul is aboard. With Loran, he can return again and again to that profitable spot.

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# Fish By-Product Output Continues High

## Texas Explores Possibilities of Fish Meal Production from Shrimp Waste, Scrap Fish

THE yield of fish meal in the United States and Alaska during June, by firms that normally produce 92 percent of the total production, amounted to 26,825 tons—630 tons more than was reported for the same month in 1949. During the first six months of 1950, the production of fish meal amounted to 56,077 tons, compared with 57,308 tons in the same period of 1949.

The quantity of fish oils, exclusive of liver oils, produced during June amounted to 2,417,739 gallons, compared with 1,791,790 gallons during June, 1949. During the first six months of 1950, the production of fish oils amounted to 3,749,133 gallons, compared with 2,821,466 gallons during the same period the previous year.

Roughly 50 percent of the country's fish meal and oil production is derived from menhaden. For example, of the fish meal and scrap output in 1949, menhaden furnished 107,600 tons; pilchard, 38,000; groundfish, 33,800; tuna and mackerel, 21,000; Maine herring, 2,700 and Alaska herring, 2,200 tons.

Of the 1949 production of fish oils, exclusive of liver oil, menhaden supplied 8,294,000 gallons; pilchard, 6,123,000; Alaska herring, 612,000; tuna and mackerel 598,000; groundfish, 440,000; and Maine herring, 122,000 gallons.

The menhaden is the most abundant fish found off the Atlantic and Gulf Coasts. The catch of these fish normally accounts for about 20 percent of the total catch of fishery products in the United States and Alaska. In 1949 the menhaden catch amounted to 1,073 million pounds. This was four and one-half times as great as the yield of rosefish (ocean perch) the second most important species taken by United States fishermen in these waters. In each of the last four years all previous records for the annual catch of menhaden have been broken.

In the past menhaden fishing was carried on principally on the Atlantic Coast from Long Island to Fernandina, Florida. However, in recent years there has been a large expansion in the Gulf fishery. In 1949 over one-fourth of the total catch of menhaden was made in the Gulf of Mexico.

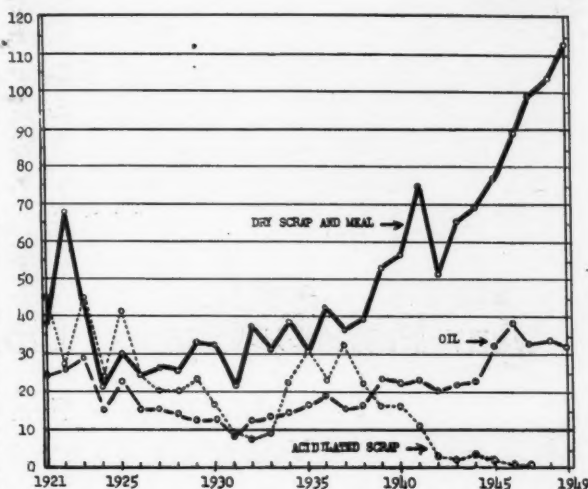
### Texas Menhaden Industry Being Expanded

The production of fish meal from waste products of the Texas shrimp fishery or other sources, presents some exceedingly interesting possibilities, according to J. L. Baughman, Chief Marine Biologist of the Texas Game, Fish and Oyster Commission. Any such production along this coast must be based on three sources of supply: (1) shrimp heads, the residue from the commercial production of table shrimp; (2) the scrap fish caught in the shrimp trawls along with the shrimp; and (3) menhaden.

A fourth possibility, the operation of large-mesh trawls for the exclusive production of scrap fish, might be considered. However, there is no knowledge of the potentialities of this type of fishing.

Menhaden, which are plentiful off the Texas coast, until recently have never furnished any appreciable portion of the Texas catch. In fact, until July of this year, few menhaden had been taken in Texas waters. However, in 1902, menhaden production in Texas totalled 26,806,500 fish. From these were obtained 69,639 gallons of oil and 1,710 tons of meal. No operation was carried on subsequently until 1918 when the industry started again, and in that year produced 14,000,000 lbs. Production gradually declined from this point and in 1922 ceased entirely.

Previous production was in the Port Arthur-Sabine Pass area where, three years ago, the Quinn Menhaden Fishery of Texas built a plant, followed this year by a second, partially owned by local capital. Fish for the Quinn operation came from Louisiana waters, adjacent



Production of menhaden by-products in thousands of tons, from 1921 to 1949.

to Port Arthur, but recently permits have been issued to both companies for a six weeks' fishery in Texas waters.

These permits allow the two companies to operate not more than 14 menhaden fishing vessels, exclusive of purse and striker boats. Purse seines, which must not be smaller than 2" stretched mesh diagonal measurement, may not be used within one mile of any pass leading from the Gulf of Mexico to any of the inland bays of the State, nor within one mile of any jetty or fishing pier, nor in any of the bays of the State. Only one boat of each company is allowed to fish within the one mile limit offshore, and only two boats of each company are allowed to fish between the one and three mile limits offshore.

The balance must fish outside the three mile limit, with the whole fishery closely supervised by two of the marine biologists of the Texas Game, Fish & Oyster Commission who have the power to prohibit the fishery at any time it is apparent that it is damaging any appreciable amount of food or game fish.

Extensive investigations by Texas Commission biologists of the operations carried on adjacent to Port Arthur during the past two years have not shown that there is any reason to apprehend damage, but these investigations will be continued.

While there are extensive schools of menhaden all the way down the Texas coast to Port Isabel, rough water after the coastal bend is passed makes it extremely unlikely that any extensive fishery will develop in the southern portion of the State. However, it seems probable that the areas around Galveston, Port Arthur and Freeport will furnish sufficiently large catches of menhaden to make this a very profitable new fishery.

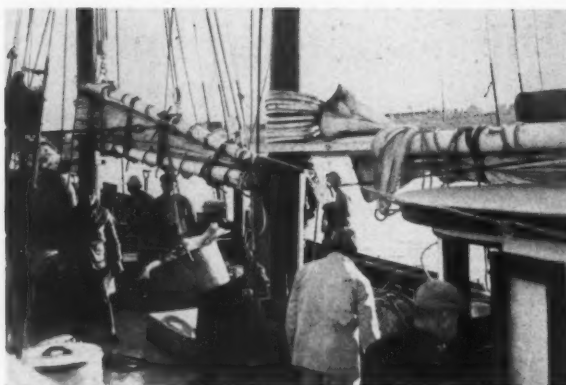
### Waste from Shrimp Fishery

Shrimp production in Texas has shown considerable increase in the last two years. During the 1947-1948 season, it totalled 18,262,000 lbs., during 1948-1949 it totalled 21,082,000 lbs. and for the first 9 months of the current season production was 28,541,000 lbs.

Roughly this shrimp is produced by the fishermen of eight ports—Port Arthur, Galveston, Freeport, Palacios, Port Lavaca, Rockport, Aransas Pass and Port Isabel.

According to Baughman the waste from shrimp amounts (Continued on page 34)





Unloading red snapper from a smack at the Star Fish & Oyster Co. dock, Mobile, Ala.



Grading and weighing red snapper after they are unloaded from smack at the Star plant.

## Star Fish & Oyster Co. Marks 50th Milestone

Mobile, Alabama, Firm Operates Eight Fishing Vessels and is Largest Red Snapper Producer

**F**OUNDED in 1900 by Sebastian Gonzales, who was born on the island of Minorca, off the Spanish coast in 1869, the Star Fish & Oyster Co. of Mobile, Ala., is this year celebrating its fiftieth anniversary. Although the firm had a very small and modest beginning, it is now one of the largest seafood plants in the South, and is reputed to be the world's largest producer of red snapper. The number of employees has increased from 4 in 1900 to 150 today, and the Company's facilities cover several acres.

As a youth in search of fortune, Gonzales landed on the American shores and settled in Mobile, Ala. Coming from a family of fishermen, it was natural that he turn to that occupation for which he was best suited, that of fishing. By saving his earnings over a period of years, he was able to start a business of his own. At an early age his children were receiving instruction in the fine art of seafood production, plant operation and modern merchandising methods.

Sebastian Gonzales was a friend of the fishermen. Old-timers such as Jim Phillips, William Yancey and Jack



Star Fish & Oyster Co. officials, showing from left to right Victor A. Gonzales, president; Arthur S. Gonzales, vice-president; and Richard E. Gonzales, secretary.



Star Fish & Oyster Company's red snapper smack "Baby Ann" which has been repowered with a new 110 hp. General Motors Diesel. Her skipper is Capt. Harry Van Look.

Quinney, who sold him fish, were counted among his friends. Phillips and Yancey have passed away, but Quinney, who is nearing the one hundred mark, often relates the story of the beginning of the Gonzales firm, and the amount of fish he sold them. He ends his story by saying, "Mister Gonzales always took care of his fishermen."

When Sebastian Gonzales died in 1926, his son, Nelo J., succeeded to the management of the firm. Guiding the destiny of the "Star" for twenty years, Nelo developed the plant and fleet to the highest standard of efficiency. Cleanliness, quality and service were his watch words. He equipped the plant with the most efficient labor-saving devices, and pioneered in the use of the depth sounding machine, the teletype and flake-ice machine.

A charter member of the National Fisheries Institute and one of the original directors, Nelo was one of the fishing industry's most progressive members.

Upon Nelo's death in 1946, Victor A. Gonzales, a brother, became president. Arthur S. Gonzales is now vice-president and Richard E. Gonzales, son of the late president, is secretary. Mrs. M. G. Turrentine, sister of Victor and Arthur, is office manager.

The Star Fish & Oyster Co. was originally located at the foot of Eslava St. In 1916 the plant was destroyed by a hurricane, then rebuilt. Again in 1926 a storm wrecked



the unit and this time the Star Fish & Oyster Co. was rebuilt on the Industrial Canal where officials believed it out of danger from future storms.

### The Star Fleet

The Star fleet is one of the South's finest, and is skippered by experienced men. All the Star boats are Diesel-equipped and carry the best in rigging.

The fleet operates principally on Campeche Banks, and the vessels remain at sea for as long as four and five weeks, depending on the weather and the availability of fish.

The fishing boats venture into the Gulf of Mexico for from 200 to 700 miles from Mobile and catch snapper and grouper. The vessels return to Mobile on an average of one or two a week often bring from 10,000 to 40,000 lbs. of fish.

The catches are made in waters from 60 to 600' deep, with hand lines. The lines carry a group of hooks and require a three-and-one-half pound sinker.

The Star fleet comprises eight fishing vessels. The *S. Gonzales*, a 66-footer named after the Company's founder is commanded by Capt. Eric Lindberg.

The 68' *Baby Ann*, pride of the fleet, is skippered by Capt. Harry Van Look, who has been going to sea for 41 years, 20 of which have been with the "Star". His catch for 1949 totalled 184,000 lbs. of snapper and 33,400 lbs. of grouper.

While only 49' in length, the Company's *Mary Carmen*, last year docked with 149,000 lbs. of snapper and 31,600 of grouper. Capt. Frank Norton is her skipper.

The 68' *Eulalie G.*, named after the daughter of Victor Gonzales, has Capt. Pete Contra as skipper. His catch in 1949 was 267,600 lbs. of snapper and 25,200 lbs. of grouper.

The *Tom and Jean*, with a length of 64' and beam of 21', was the best producer last year with 240,500 lbs. of snapper and 41,600 of grouper to her credit. Capt. Al Holgerson, native of British Columbia, is skipper.

The 69' x 19' *Danny Boy* is commanded by Capt. Eddie Berry, who is one of the "Star's" best fishermen. In 1949 he landed 227,100 lbs. of snapper and 22,200 lbs. of grouper.

The most recent addition to the Company's fleet is the *Arthur G.*, captained by Chris McArdle, who has been with the "Star" for 25 years. This 65-footer produced 149,000 lbs. of snapper and 31,600 of grouper last year.

Capt. Ted Leiser commands the *Peggy G.* He has been with the "Star" for 14 years as fisherman and skipper. In 1949, his landings were 259,200 lbs. of snapper and 16,200 lbs. of grouper. The boat is 73'3" long and has a beam of 16'3".

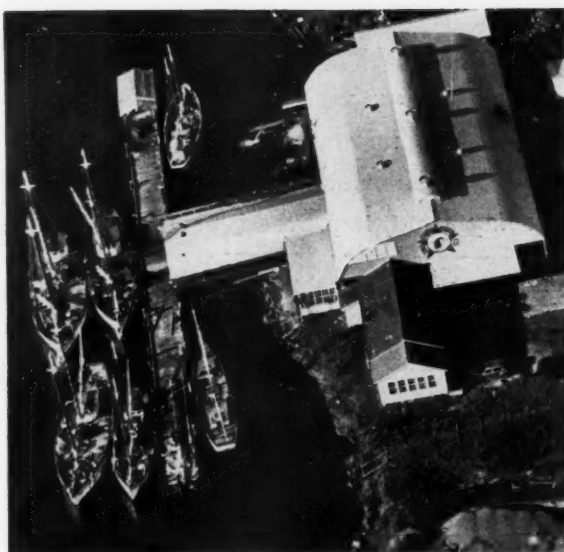
Not all veterans of the firm are seamen, however. Ed Collins, a plant employee, has been with the "Star" since its founding fifty years ago. Eddie Marie has been employed by the Star for twenty-five years.

Lee Brue, chief engineer of the plant, has been with the "Star" ten years. Harold McArdle is chief dock engineer, and has had nine years' experience with Diesel engines. James Henry Mills is assistant dock engineer, with three years' experience. Frank Fernandez, chief supervisor of the Shipping Department, has 16 years to his credit.

### Operations at the Plant

Catches are unloaded in production line fashion at the plant, with the fish first being placed on scales. After their weight is checked, the fish are moved to a dressing table. On leaving the dressing table, they are placed in steel tanks and washed thoroughly. Then they are boxed in crushed ice, ready for shipment to the 48 States and several foreign ports.

Although their fishing boats catch only snapper and grouper, the Company handles all types of sea food and has a constant supply in storage. Victor Gonzales is at all times in direct con-



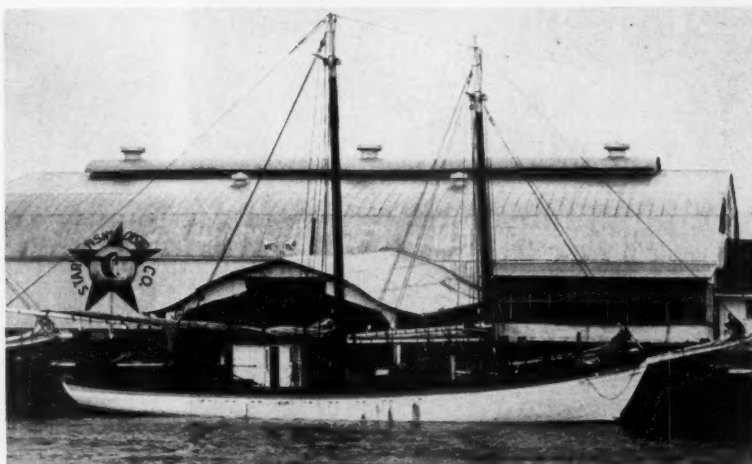
Aerial view of the Star Fish & Oyster Co. plant and wharf, Mobile, Ala.

tact by telephone or teletype with Northern buyers and sellers. He has purchased Eastern brands of packaged seafood, fillets and salt fish to introduce to the Southern market.

Star's daily shipments require approximately four to eight tons of crushed ice. The modern engine room of the plant has two 9 x 9 compressors and one 5 x 5 unit which give the plant a capacity of 22 tons of ice daily. The cold storage rooms hold 20,000 lbs. of seafood, and additional storage facilities are at the Alabama State Docks cold storage warehouse.

The Star docks, which measure 200' long and 14' wide, can accommodate ten vessels. The Company has a 60' loading platform and rail spur, and operates five trucks. Since the "Star" has been located on the Industrial Canal, their vessels have produced and unloaded an annual average of more than 2,000,000 lbs. of seafood.

The success of the Star Fish & Oyster Co. can be attributed largely to foresight and careful planning, and last, but not least, teamwork. The spirit of cooperation among employees on the fishing banks, in the plant and in the office has played an important part in making a smooth-running organization.



The 65' x 18' x 6'6" red snapper smack "Arthur G." at the plant of her owner, Star Fish & Oyster Co., Mobile, Ala. Skippered by Capt. Chris McArdle, the vessel is equipped with an 85 hp. Gray Diesel, Submarine Signal Fathometer, and Fairbanks-Morse Diesel auxiliary and generator.

# Herring Pumped from Seine to Carrier

## Maine Sardine Industry Finds New Suction Method Shortens Loading Time, Improves Quality

**F**OLLOWING successful testing last year, the pumping of sardine herring directly from seine to carrier, has been widely adopted this season in Maine. The development is a natural follow-up on the pumping of fish from boats to packing plants, which is now commonplace in the sardine industry.

As one operator aptly stated, the engineering of loading equipment has caught up with the increased size of sardine carriers. The pumping of herring into the factories made larger boats practical, and the pumping of fish from the nets now makes their use doubly desirable.

Because fish can be loaded and unloaded so much more rapidly with pumps, they are fresher upon arrival in the canneries. Furthermore, since the captain and engineer are freed from manual loading duties, they can devote additional time to salting the fish as they come aboard. Continuous salting gives a more even distribution in the tank, with the result that the fish are maintained in better condition.

R. J. Peacock Canning Company's *Sewanhaka* of Portland is said to have been the first boat equipped for herring pumping from the nets. She uses this equipment throughout the 1949 season with complete satisfaction.

The *Sewanhaka*, on which Capt. Clarence Grew is skipper, can pump 1,100 bushels of herring from one seine in 35 minutes. In actual practice, however, an average time of one hour is allowed since it has been found that the fish are likely to get beaten up if taken at too great a speed. Nevertheless, the loading is accomplished in one third the time required for doing the same job with dip nets.

Formerly it took a total of six hours' time to load the *Sewanhaka* from the net and six hours to unload into the factory. Unloading is now done at the rate of 1,300 bushels per hour, through an 8" Fairbanks-Morse fish pump, whereas the same quantity of fish taken out by

hand methods required five hours with two hoisters, one in each hatch.

The end of the 50' suction hose on the *Sewanhaka* is fitted with either of two sizes of cage guards. One is made with metal straps spaced to give 4" to 5" openings, and used when dogfish are present, the other has 8" to 10" openings and is used when there are no dogfish, serving merely to keep the net out of the hose.

A recent innovation by Peacock in perfecting the use of suction loading, is the pumping of air into the bottom of the net among the fish in order to bring the net to the surface. To do this, a perforated pipe, 4' long, connected to a T is attached to the end of the hose and air is run through at 100 lbs. pressure.

The Fairbanks-Morse fish pump on the *Sewanhaka* is operated by clutch-controlled take-off on the main engine. The hose connection is through the side of the deck house. Installation of the pumping equipment on this vessel was made by Goudy & Stevens, East Boothbay.

### "Conqueror" Has Tank on Deck

Another one of Peacock's boats recently equipped with a suction outfit is the twin screw *Conqueror*, commanded by Capt. Edgar MacNeill. On this carrier, a 6" Worthington fish pump located on deck is operated by a shaft from the starboard main engine. Fish picked up by the 30' suction hose are discharged into a metal box on deck between the hatches.

Inside the box, inclined 1/2" mesh screens extend from the top center to hatch chutes on either end. As the fish slide down the screens, the scales are scraped off, and drop to the bottom of the tank along with the water. An overflow outlet from the tank carries the water overboard and the scales are picked up by a net screen placed under the water discharge pipe. Peacock's *Sylvina W. Beal*, Capt. Frederick Boyce, has suction equipment similar to that on the *Conqueror*.

### North Lubec's Pumps Are Below Deck

Two of the North Lubec Mfg. & Canning Co. carriers, the *Double Eagle* and *Pauline* of Rockland, are equipped for suction loading, the machinery having been installed by Sample Shipyard, Boothbay Harbor. They both have



R. J. Peacock Canning Company's sardine carrier "Conqueror" at Portland, Me., showing the intake pipe used for pumping herring from the seine, Worthington fish pump with drive shaft from engine room, and tank which has chutes into both hatches. The water overflow pipe is on the port side. She has two 165 hp. General Motors Diesels.



Suction loading equipment aboard the sardine carrier "Helen McCall", owned by Seaboard Packing Co., South Portland, Me. Between the hatches is the motor and pump unit, with pipe extending to tank above pilot house where the water and scales are separated from the fish. She has a 210 hp. NHMS Cummins Diesel with 3:1 Twin Disc gear.



M. F. Mitchell's new 43' pump boat "Betty-Nell" at Five Islands, Me. She is fitted to pump sardine herring from the seine into carriers. Atop her canopy is the separator tank and fish discharge hose.



Right: Capt. Royce Crowley and the Yeomans fish pump aboard the "Betty-Nell". The fish enter the pump through the flexible intake hose, visible on the cockpit floor.

Fairbanks-Morse fish pumps, with the one on the *Double Eagle* belted to the main engine, and the one on the *Pauline* belted to a 19 hp. 4 cylinder Wisconsin gasoline engine on deck. In these boats, the pumps are located below deck, and there is practically no lift to the pump because their location is in line with the water level outside the hull. The pumps run at 800-900 rpm. and handle 200 bushels per hour with a 6" hose. There is a sluice box with inclined screen on deck from which the fish empty into the hold and the water goes overboard.

The *Eva H.* of Lubec and the *Mary Anne* and *Jacob Pike* of Rockland, all owned by Holmes Packing Corp., are equipped with the suction system. Installation was handled by Newbert & Wallace of Thomaston, and Roy Wallace of the yard claims that about 90 percent water must go through the pumps to keep the fish flowing and in prime condition.

#### Tank Over House on Seaboard Boats

Seaboard Packing Co. of South Portland, has fitted two of its sardine carriers with equipment for pumping herring from the seines to the boats. They are the 50-foot, 650-bushel capacity *Nellie M. Stanley*, Capt. Daniel Leeman, and the 70-foot, 1385-bushel capacity *Helen McColl*, Capt. Otis Cline. Pumping has reduced loading time to one third of that required for hand bailing. For example, 650 bushels now can be loaded in 40 minutes.

When the carrier comes alongside a seine full of fish, a 6" flexible rubber hose, 25' long, is swung overboard, into the net. The hose is connected to a Worthington fish pump, driven by a 100 hp. engine, with the complete unit being located on deck amidship. There is a specially designed guard over the suction end of the hose to prevent the net from being sucked against the opening and to keep out unwanted objects.

The cage-like guard is made with two sets of three 5/8" galvanized rods, bent in a semi-circle and welded to the hose coupling, the smaller set being encompassed by the larger. A foot valve on the intake opening closes automatically when pump is stopped, preventing fish from running out.

A 6" aluminum pipe runs from the pump to an aluminum tank, measuring 2' x 3' x 5', mounted atop the pilot house. The pipe protrudes through the upper part of the tank, with a 2 1/4" section inside the tank having 1/4" slots one half inch apart. Some scales and about one quarter of the water go through the slots and into an overflow duct. The balance of water and the fish are discharged at the after end of the tank, on an inclined 1/2" mesh screen, dropping 18" in 5'. The water runs through to the overflow chute and the fish slide to the discharge point forward, from which a 10" flexible hose carries them to

the fish tank below deck. The overflow chute projects over the rail.

A net, stretched on a 5' x 6" pipe frame, fitted with bridle and handled by block and falls from side of deck house, is held under the overflow chute to catch the fish scales. Scales obtained in this way are in demand by pearl essence plants and bring a higher price than those normally obtained from the sardine plant overflow. It is claimed that the essence of the scales is damaged by brine when they go into the sardine plants. Furthermore, the amount of scales salvaged is much greater when taken from the pumping unit discharge.

Fish are unloaded at the Seaboard plant by a Fairbanks-Morse fish pump operated by a 25 hp. Fairbanks-Morse motor, and using a 6" suction pipe and 8" discharge line.

#### Mitchell Uses Separate Pump Boat

A variation of the suction loading operation is being used by Melvin F. Mitchell, manager of Bath Canning Co., Bath. Instead of having the pumping equipment on carriers, he purchased a 43' x 13' x 3'6" boat, the *Betty-Nell*, and fitted it with a pumping unit. The craft can be used to load any carrier, although it is employed principally for loading the Bath Canning carriers *Ruth-Mary* and *Lou Ann*.

By having a specialized pump boat like the *Betty-Nell*, the need for separate pumping equipment on each carrier is eliminated. Another advantage of a pump boat is found in the handling of scales. This operation requires considerable space, particularly for stowing, which may not be available on a carrier. Furthermore, after the loading work is completed, the pump boat can discharge its scales at a nearby port, while the carrier returns to the cannery.

The *Betty-Nell*, whose skipper is Capt. Royce Crowley, is powered by a 115 hp. Chrysler Crown engine with 2.5:1 reduction gear, which gives a top speed of 11 knots. Her hull was built in Nova Scotia, while Newbert & Wallace of Thomaston, Me. installed the watertight cockpit, canopy and machinery. The boat has 3 pipe berths in her commodious cabin, and carries a 40-watt Hudson American radiotelephone, sold by Sargent, Lord & Co.

Pumping of fish aboard the *Betty-Nell* is handled by a 6" Yeomans pump located in the cockpit under the port side of the canopy. A 25-foot 6" flexible rubber intake hose sucks fish from the net. From the pump, the fish are carried in a 6" aluminum pipe, running vertically through the top of the canopy, and then horizontally to the after upper end of the metal separator box over the canopy. The fish slide down an inclined diamond mesh screen to the forward end of the box. They fall into a discharge

(Continued on page 38)



# Making Small Boats More Serviceable

By Capt. Elwell B. Thomas

**I**N this article I will cover a number of features that may be included in the design of either small fishing and lobster boats or party boats.

None of these features are revolutionary and most if not all have been incorporated in one or many boats at various times; but they are of value and I hereby place them in print that they may be employed by those who desire them but have not heard of them before.

It is a common custom to ceil up the cabins of small boats tight to within about a half inch or so of the clamp and this last half inch is employed as an air strake or breather space. However, this is not so of the cockpit where we generally find, if the cockpit is a shallow one, that the ceiling there is tight to the clamp.

This tight ceiling is a matter of habit and is installed for the reason that if the boat shipped a cockpit full of water, it would not leak down into the hull through the air strake. All very fine in theory, but how many small power boats ever take a cockpit full, and how many could survive if they did. In most such boats the scuppers are so small that before the cockpit could drain the seas would continue to overwhelm her and finish her off irrespective.

Secondly, the boats of this type do not have hatches that are battened, with the result that the hatch covers would float around in a cockpit full of water and fill the boat below decks anyway. In view of this, I have found that rather than ceiling up tight or using no ceiling and fitting the cockpit floor tight to the frames and planking, the ceiling may well be run from the cockpit floor up the side of the hull about 6" to 1' and frames bare from there up to the clamp. This results in ample ventilation over the top of the ceiling and between the frames and yet the ordinary amount of water sloshing around the cockpit will not work up over this ceiling.

This sort of arrangement, in a 25' boat named *Marguerite* which I have owned for the past five years, has proven very satisfactory. But little rain water works below and the improved ventilation more than makes up for the admission of this slight amount of rainwater. Of course, in boats that might actually take a cockpit full, this low ceiling would not be advisable; but few boats working alongshore run a very serious risk of such a situation.

Incorporated in one of the boats I've seen is the use of clamps laid on a horizontal plane and edge fastened to the frames in the manner of a shelf. The boat also has three or four stringers fitted in a like manner, the first at the turn of the bilge and one or two between that and the sheer clamp. This type of construction is not common, but it does make for a definitely stronger hull. It could

be made even stronger by fitting a clamp both in this way and in the conventional manner. Such an arrangement would resemble the customary clamp and shelf at deck beams, in the sectional shape of a T or L with the head of the T against the frames. If light construction is desired, this form of building may be employed, provided that several such stringers are used, with the result that lighter frames may be employed.

## Butt Blocks, Companion Scuttle

It is well in large and small boats to fit butt blocks that do not reach to the frames on each side of the butt both for drainage purposes of the butt block and also to allow ventilation past the block. In many boats I have noticed an air strake carefully provided, only to have the butt blocks fitted so they fill up the whole space between frames, thereby killing all of the good that the air strake was intended to accomplish.

The companion scuttle commonly found on boats of all sizes and types is a nuisance with its problems of leaking. In many small boats it may be avoided by cutting out a section of the cockpit of ample dimensions and then building a slanting companion door much in the fashion of the old type cellar door but with less angle from the vertical. This, of course, will necessitate cutting the cockpit floor beam at the cabin bulkhead, and provision for ample strength must then be made. However, a greater approach to watertightness may be made with this type of companionway than with almost any other type.

Many small power boats both commercial and otherwise are left at moorings rather than being left at docks and a number of these are not fitted with the awning and glass enclosure so popular today, with the result that if the cabin door is left open for ventilation purposes, rain can easily drive into the cabin. If ports are fitted in the cabin bulkhead, rain can likewise work easily into them.

This problem has been overcome in two boats that I know of by extending the deck back over the bulkhead to the extent of about 9" to 1' amidships and rounding the after end of the deck to the extent that the outer extremes sweep forward about to the bulkhead. This curved form of the after end of the deck atop the cabin affords also considerable shelter for the instrument panel, controls, and even may shelter the compass from much bright sunlight. Rounding of the after end of the deck is not always practical, but could be employed with great advantage much more often than is done.

We all realize that it is easier to handle an anchor over a roller chock on a bowsprit than it is to handle it from a bow chock, and a fishing party boat that used to operate in this locality was fitted with a hinged bowsprit that could be swung outboard only when anchoring.

A local boat which does a lot of handline fishing, has a double box arrangement over the engine in the cockpit, the top of the box furnishing space for temporarily stowing various handline gear that may be needed momentarily. This would be a good rig in a fishing party boat.

In fitting out a small boat which is furnished with glass enclosure and awning it is well to consider a horizontal wheel of the automobile type rather than the customary vertical spoked wheel because of the ease of fitting an extension shaft and wheel for possible future flying bridge atop the awning when a horizontal wheel is used.

Do not practice the economical habit of fitting a bilge intake to your engine circulating pump. I have known of a boat getting in serious trouble because the owner was not aware of the fact that the bilge intake strainer had a large hole in it which allowed the pump to pick up enough dirt and shavings to plug up the water jackets of the engine. It is much better to use a separate pump, driven by the engine if you desire. However, I would not depend entirely on an engine driven pump for bilge serv-

(Continued on page 45)



New 27' x 8' x 3' lobster boat built by Herman R. Melanson Boatyard, Gloucester, Mass., for Joseph Mitchell. She is powered by an 87 hp. Chrysler Ace engine.



## Pacific Baby Tuna Clipper Has Large Capacity, Big Power

The *Marilyn Rose*, newest tuna clipper in the Pacific fleet, is classified as a "baby clipper" but she is a sturdy, powerful baby, designed for efficient operation. Built by the Long Beach Marine Repair Company with the close supervision of the partners, Frank L. Munsey, David F. Maxwell and George A. Robinson, the vessel now is fishing off the coast of Southern California.

The *Marilyn Rose* is out to prove that a good baby clipper can compete with the giants of the tuna fleet. She has an overall length of 100 feet, a beam of 25 feet and a depth of 11 feet 8 inches. Total fish stowage capacity is 177 tons.

Like the biggest of the clippers, the trim, attractive *Marilyn Rose* is of the triple deck type, with a main deck, raised deck and bridge deck. The main deck includes the combination galley and mess room, a refrigerator and the boatswain's stores. Also on the main deck is the upper engine room which contains the refrigeration compressors, engineer's tools and work bench. On the raised deck are the staterooms for the Captain, chief engineer and a crew of twelve, also a chapel, radio room, net room and gear lockers.

In all there are thirteen fish holds including three bait boxes on deck, two steel wing tanks which serve as combination fuel storage tanks and bait wells, and eight wooden wells below deck, four to port and four to starboard. Fuel capacity totals 19,142 gallons including the combination fuel-fish tanks and three main storage tanks, one at the bow and two at the stern. There is capacity for 2,019 gallons of water in two steel tanks forward of the wing fuel tanks.

The vessel's propulsion engine is a 480 hp. Model 31A8½ Fairbanks-Morse Diesel with four cylinders of 8½" bore and 11½" stroke, developing the rated horsepower at 525 rpm. Equipped with a 2:1 reduction gear, this two-cycle direct-reversing engine drives a 77" diameter, 60" pitch,



The new 100' California tuna clipper "Marilyn Rose" is powered by a 480 hp. Fairbanks-Morse Diesel and has 177-ton capacity.

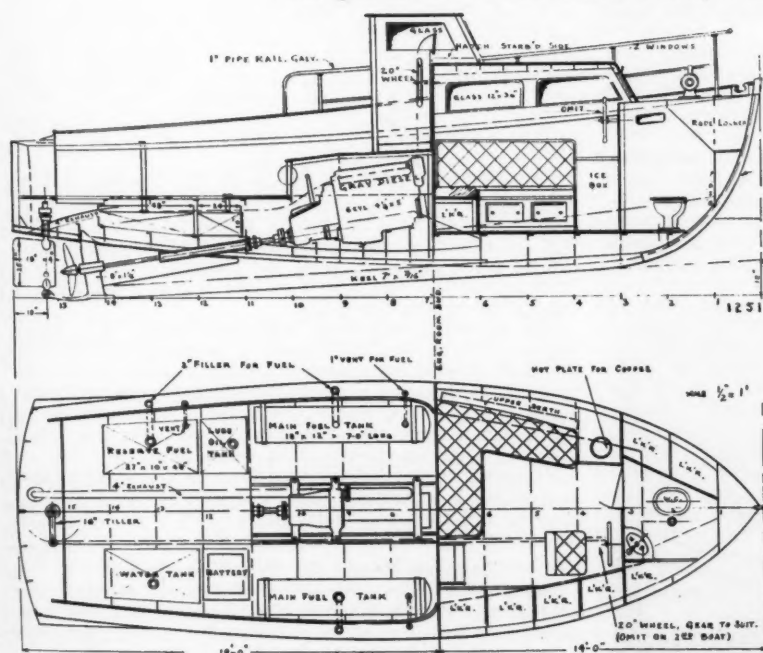
3 blade propeller through the intermediate and Monel tail shaft.

All pumping equipment, together with the electric motors, was supplied by Fairbanks-Morse, including two 8" bait water pumps, ten 3" brine circulating pumps, one 3" brine transfer and bilge pump, one 3" ice machine circulating pump, one 3" bilge pump, one 2" fire and washdown pump, and one 1¼" fuel oil transfer pump. The fresh water and salt water pressure systems are also Fairbanks-Morse.

For cargo refrigeration, there are three 5 x 5 Worthington ammonia compressors driven by 25 hp. high-torque electric motors. The submerged type condensing system is equipped with two receivers. The system is supplied with water from the bait line with cross connection to the condenser service pump.

The *Marilyn Rose* carries three auxiliary boats, an 18' tuna tender with a 110 hp. Chrysler engine, a 19' skiff and a 12' work boat.

## Design for 32-Foot Steel Party Fishing Boat



Inboard profile and arrangement plan of 32-foot steel party fishing boat designed by J. Murray Watts.

The accompanying plans show a 32' x 11' V-bottom, welded steel party fishing boat now building by Point Pleasant Iron Works, Point Pleasant, N. J., from designs by J. Murray Watts, 301 Rex Ave., Philadelphia 18, Pa. She is powered by a 165 hp. Gray Diesel, which gives her a speed of 15 miles, turning a 24 x 24 steel Michigan wheel, with rubber Goodrich bearing.

The arrangement shows a toilet room forward, ice-box and stove on the port side, and four lockers on the st'b'd side. The settee comes next to the bulkhead, drawers under. Two "pullman" pipe berths are provided.

The cockpit is very large, about 18' x 9', with bait boxes in the after end. At forward end of the cockpit is the shelter for the steersman, raised high to give a clear view forward. There is a 20" steering wheel with 5" binnacle, and controls to the engine. Owing to her liberal beam, the boat should prove steady in a sea-way and give ample room for fishing chairs.

The boat has 7 x 7/16" keel, 3½ x 7/16" stem and 2 x ¼" frames spaced 12" under motor and at sternpost, 24" elsewhere. Plating is 10 gauge on the bottom, 12 gauge on sides and deck, and 14 gauge on the pilot house.

## "Sunshine" is 200th Trawler Built by Florida Yard

The 200th shrimp trawler to be built by Diesel Engine Sales Co., St. Augustine, Fla., slid down the ways July 24, with employees of the shipyard, their families and a number of industry guests witnessing the event. Special ceremonies were held to mark this milestone.

The boat launched was the 60' trawler *Sunshine*, with the traditional champagne bottle being broken across the vessel's prow by Mrs. E. L. Peterson, wife of the boat's owner. Capt. Peterson recently received national recognition as one of the discoverers of the new Key West shrimping grounds. The vessel is powered by a D13000, 120 hp. Caterpillar Diesel.

Prior to the launching ceremony, President and General Manager L. C. Ringhaver, of the shipyard briefly stated some of his firm's outstanding accomplishments in the boatbuilding industry. He declared that Diesel Engine Sales had produced more shrimp trawlers than any other yard building wooden trawlers in this country. From 1943 to 1947, the concern produced 55 boats, and from 1947 until 1950, it established a record of 145 boats.

The large boatyard has a vast amount of modern machinery and tools which enable it to build trawlers at an accelerated pace. Production of the trawlers is on an assembly line basis, with six boats under construction at all times. At present, the firm is launching and completing trawlers at the rate of one per week. The vessels range from 50 to 70 feet in length. Three railways are available for repair work, and the yard employs 55 men.

The first trawler produced by the concern was the *M. A. Bowlin*, a 65' craft built for George Williams. The two largest were the 75' *Myrna Loy*, built for Roland Styron, and the 72' *Emma*, built for William Chaffee.

### "Island City" Built for Adams

Besides the *Sunshine*, other boats launched recently by Diesel Engine Sales include the 60' shrimp trawler *Island City*, which was built for A. Maitland Adams of Key West, Fla. Designed by Tams, Inc., New York City, the vessel is of 18' beam and has a capacity of 20 tons.

She has an oak bow stem, and her keel is of 9 x 12 pine. Ribs are 2 x 4 oak, planking 1½" cypress, and deck beams are 4 x 4 pine with 2 x 4 pine decking. The mast and boom are steel.

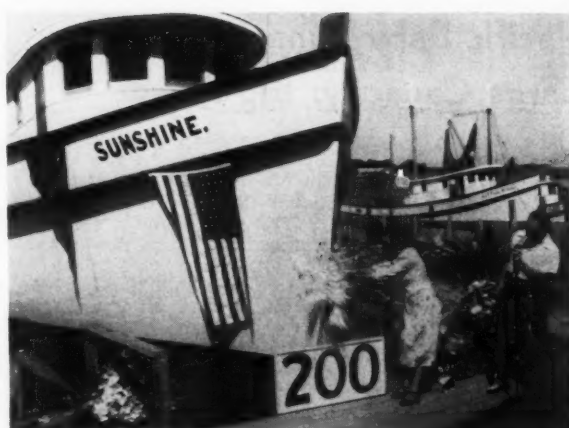
Power for the vessel is furnished by a Model 6-71, 165 hp. General Motors Diesel with 4:1 Twin Disc reduction gear. The engine swings a 46 x 36, 4-blade Columbian propeller on a 3" brass shaft with Goodrich Cutless stern bearing, giving a speed of 10 knots.

Other equipment includes a 12-volt Onan auxiliary generating set, Goulds pump, Stroudsburg hoist, One-Mile-Ray searchlight, and Kidde fire extinguishers. Columbian rope and Madesco blocks are used.

There are 3 bunks in the fo'c's'le, and 2 in the pilot-house. The fuel tanks have a capacity of 1500 gallons.



The new 60' shrimp trawler "Island City" owned by Adams of Key West, Fla.



60' trawler "Sunshine" being christened by Mrs. E. L. Peterson at Diesel Engine Sales Co., St. Augustine, Fla., as L. C. Ringhaver of the yard looks on.

## Gulf States Urged to Set up Uniform Shrimp Rules

Regulatory bodies of the five Gulf States were urged last month to set up uniform regulations governing the section's profitable shrimp industry.

The idea came from Dr. James Nelson Gowanloch, chief biologist of Louisiana's Department of Wild Life & Fisheries, at the Gulf States Marine Fisheries Commission meeting held in Mobile, Ala., July 20-21.

He suggested that the States get together on a uniform count for shrimp, a uniform shrimping season, and on whether shrimping will be permitted at night.

Alabama commissioner Tom Johnston III of Mobile proposed a resolution asking the Fish & Wildlife Service to submit recommendations on uniform shrimping regulations. However, no vote on the resolution was taken.

Contrary to popular belief, menhaden fishing has little or no effect on game or other commercial fishing, according to Mississippi fisheries commissioner Hermes Gautier.

He said that tests have proven that menhaden do not mix with other fish. During a period of observation along the Atlantic Coast, about 28,000,000 menhaden were caught. The number of other fish taken in the nets was 94,795. After eliminating those of no value, only 6,990 food fish remained—less than 1%.

Francis Taylor of the Warren Fish Co., Pensacola, Fla., reported to the Commission on experiments with an electric reel using wire line for snapper fishing. He said that 90 fathoms is about the deepest that snapper fishing can be done profitably with the common reel and line. With an electric reel and wire line, Taylor said there is hope of increasing the depth.

The commissioners were told that before they could improve fishing they must learn what conditions exist in the Gulf of Mexico waters. This observation was made by Dr. Dale F. Leipper, head of the Department of Oceanography at Texas A. and M., who added that every factor which experienced fisheries experts consider important to the life cycle in the sea must be learned.

He said that this information is particularly important in determining the time and place of spawning, rate of growth, and time and place where fish may be caught when mature.

### Requests Search for Brazilian Shrimp

James McPhillips, Southern Fisheries, Mobile, requested the Fish & Wildlife Service to search for new supplies of Brazilian shrimp during the current fisheries hunt in the Gulf by the trawler *Oregon*.

He said that the Brazilian shrimp, virtually unknown in the area until a few years back, is fast becoming a popu-

lar variety, especially in the canning field. This type gives a brighter and pinker appearance and is more appealing to the eye than plain, white shrimp, McPhillips added.

A report on two Gulf research trips made by the Fish & Wildlife Service in search of tuna from Key West, Fla. to Port Isabel, Texas, was given at the meeting.

The research was conducted on the *Oregon* out of Pascagoula, Miss. The boat reported finding some schools of tuna, but they included mostly small fish averaging 11 lbs.

The program also featured talks on refrigeration, preserving, sanitation, curing, processing, nutrition, by-products and fishing gear.

In a closing business session, the commissioners named a research committee to correlate information on Gulf fishing and shrimping.

The committee was to meet in New Orleans Aug. 17-18, to draw up a report which will be presented to the annual conference Oct. 19-20, also in New Orleans.

With this information, the Commission plans to propose uniform shrimping and fishing regulations which will be recommended to the different States.

#### Thomas Appointed to Gulf States Commission

Bert E. Thomas of Mobile was appointed by Gov. James E. Folsom last month as an Alabama representative on the Gulf States Marine Fisheries Commission. He succeeds James M. Faulkner of Bay Minette, whose term expired.

Thomas previously had been an ex-officio member of the Commission while serving as director of the Alabama State Dept. of Conservation. He recently resigned as conservation director.

Thomas' term on the Fisheries Commission, which is subject to State Senate confirmation, will expire in 1953.

#### Shrimp Fleets Blessed

The annual blessing of the fishing boats on Grand Caillou, which is held preceding the opening of the Louisiana shrimping season, took place on August 2. After a mass, a procession of the priests and the fishermen proceeded to Bayou Grand Caillou where the boats were moored in front of the church. The priests went aboard one of the shrimpers and sailed along the Bayou blessing the boats.

The Little Caillou fleet was blessed on August 6. After the services, the clergy was followed by a procession of fishermen to the flagship docked on Bayou Terrebonne in front of the church. The fishermen sailed their luggers and trawlers down the Bayou to Lake Boudreaux and in the process each received the benediction of the church. As all the trawlers reached and circled the Lake, a colorful parade was formed.

The annual blessing of the shrimp fleet at Biloxi, Miss. was to be held August 6. The program was scheduled to begin with a parade of boats from Point Cadet along the front beach to the fourth beacon and then back to a point of anchorage off the Biloxi Community House pier. When the boats were gathered, they were to be blessed by Rev. Herbert Mullin.

Plans for this year's program were drawn up by a committee headed by Dr. Peter Pavlov.

#### Shrimp Production Excellent

Shrimp production has continued to improve on the Gulf—a condition which began last Fall and gained momentum this Spring, according to the Fish & Wildlife Service's Fishery Marketing Specialist stationed at New Orleans. More shrimp was landed in the Gulf of Mexico area during the five months February-June than has ever been landed in the Spring months in the history of the fishery. Prices have held steady.

Official figures for the shrimp catch for the month of July were expected to show that it was the most productive month in the history of the Biloxi, Miss., seafood industry.

Clell Dildy, secretary of the Mississippi Seafood Commission, reported that the shrimp catch was extremely heavy and that it showed signs of continuing. The shrimp were running large, some nine or ten per pound.

Capt. Ernest R. Barbe's 64' shrimp and snapper boat "Kingfish Too" of Lake Charles, La. She has a D13000, 115 hp. Caterpillar Diesel, Hyde propeller and 2:1 Twin Disc reduction gear and take-off. Other equipment includes Stroudsburg winch, Ritchie compass, Bendix depth recorder, and Willard batteries. Wickwire trawling and anchor cables, Whitlock rope and Linen Thread Co. Gold Medal nets are used, and the vessel is painted with International topside paint and Tarr & Wonsen bottom paint.



During July, the first month of the new shrimp packing season, 45,600 cases of shrimp were canned by the entire industry against 15,500 for the same month last year.

Production for the season ending June 30 amounted to 747,000 cases, compared with 568,000 last year, an increase of 30%.

#### Crab Yield Good

Crab production this season has been very good in the Gulf area, and it is believed that the production might have been much better had the price been high enough to induce greater fishing effort. Crabs have been selling for \$0.50 to \$2.50 per basket (40 lbs. to the basket).

#### Miss. Yards Complete Two Shrimpers

A 71' x 22' x 7' shrimp boat, the *San Jacinto*, was launched recently at the Brander Boat Yard on Back Bay, Biloxi, Miss., and made her first trip the latter part of July. Owned by Capt. J. F. Allen, her skipper, and John Nelson of Aransas, Texas, the boat will operate out of that port.

The craft is powered by a 120 hp. Caterpillar Diesel, and has accommodations for a crew of four. She can carry about 200 barrels of shrimp, and has a fuel capacity of 4,000 gallons.

The new shrimper has an automatic steering device, depth recorder, range finder, ship-to-shore telephone, and hot and cold showers.

A 65' x 18' x 6' Florida-type trawler, the *Morning Star*, was expected to be completed about August 15 at the Toche Boat Yard, Biloxi.

The craft is being built for Joseph Patti, of Pensacola, Fla., and is powered by a 165 hp. General Motors engine. She will hold 1,500 gallons of fuel, and will be capable of about 12 knots.

#### Research Laboratory Hears Oyster Expert

The highlight of the Summer activities of the Gulf Coast Research Laboratory of Ocean Springs, Miss. was an all-day conference on July 21 on all phases of research, development, education and dissemination of information concerning aquatic life in the Gulf of Mexico.

The conference was followed by a banquet at which S. H. Hopkins of the Texas Research Foundation, who is considered one of the best informed authorities in the South on oyster research, was the speaker.

#### Louisiana Has New Shrimp Plant

A second shrimp processing plant has opened up in Berwick, La., to be known as the Deep South Seafoods, Inc. The plant has begun operation, but more processing equipment was expected to arrive so that production could be speeded up. The company will cook, peel, and



can shrimp, as well as cold-pack them. In the plant, there is space for 40 pickers.

Sidney Bella is president, Mose Guidroz is vice-president and James Tur, secretary-treasurer.

The concern will buy from independent boat owners, as well as process shrimp from their own fleet, which is made up of the *Betsy Ross*, owned by Sidney Bella and captained by Charles Ellington; the *Beryl*, owned by Frank Theriot and Howard Fangue, with Theriot as the captain; *Bride*, owned by Mose Guidroz and captained by Luke Vidos; the *Sarah S.*, owned by Noel Pizzani and Vincent Guzzetta; and the *Levithian* and the *Captain Dave*, owned by J. D. Jackson.

#### Conrad Converting "Grand Isle" into Shrimper

At the plant of Conrad Industries, Morgan City, La., work is underway on the reconversion of the all-steel 65' *Grand Isle* into a shrimper. The vessel is owned by Joe Leonard of Golden Meadow.

Troy Hardin and Venice Sponge of Corpus Christi, Texas, will soon have their new trawler the *Nola Gladys* delivered to them by the yard.

#### Shrimp Prices to Producers Increased

The Morgan City, La. office of the Gulf Coast Shrimp Producers Association announced on July 11 that effective that day the prices to be paid by the packers to the producers of fresh shrimp would be increased to \$60 per barrel for 25 and under count shrimp, \$50 per barrel for 26 to 35 count shrimp and \$32.50 for shrimp weighing 36 and over to the pound.

#### Cooperative Plant to Enlarge

A 36' x 18' addition with concrete floor will be built on to the rear of the Twin City Fishermen's Cooperative plant at Morgan City, La. Picking tables will be moved to this new room, and the interior of the present plant will be used entirely for sorting, filling 5 lb. cartons, weighing and packing cartons in wood boxes. An improved conveyor system will eliminate much of the handling and add to the speed of production.

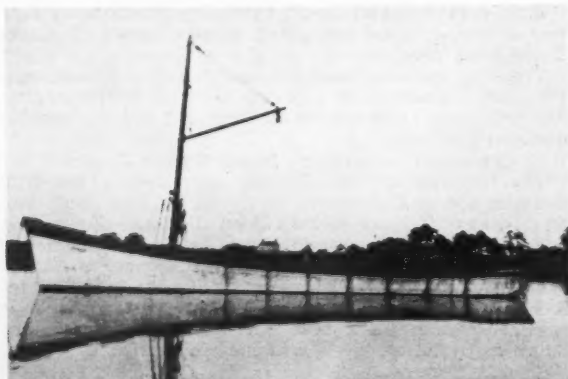
#### Rare Shrimp Caught

An extremely rare shrimp, the *macrobrachium ocanthurus*, a first cousin of the river shrimp, was caught last month by Clemence Lowe at Barataria, La. in a crab net.

The shrimp, which abounds in South American waters, is a very long-clawed variety and weighs up to 3½ lbs. with 17" long whiskers, or antennae.

#### New Menhaden Law

The Louisiana Legislature recently passed a law that prohibits fishing for menhaden in Louisiana waters by residents of other States which do not have a reciprocal agreement with Louisiana. This law will become effective in March, 1951.



The 55' x 12'8" x 7' pound net boat "Peggy", owned and commanded by Capt. Walter Burroughs of New Point, Va. The craft has a capacity of 600 bushels, and is powered by a 225 hp. Gray Diesel with 1.51:1 Twin Disc reduction gear which swings a 28 x 16 Columbian propeller. She is painted with Pettit paint, and uses Esso lubricating oil, Willard batteries, Plymouth rope and Linen Thread Co. Gold Medal nets.

## Virginia Experimenting With New Type Catfish Gear

According to the Fish & Wildlife Service, a special means of taking catfish in the upper Potomac seems to be virtually unknown in other regions. Elsewhere in Virginia the principal catfish gear is the baited pot.

Experiments by fishermen in Stafford and Prince William Counties, using an adaptation of the ordinary fish fyke, have been encouraging. Set in pairs, mouths facing each other with a lead of perhaps 20' connecting them, these "fykes" trap fish quite well without being baited. However, their use is restricted to the deeper channels during cold weather when the fish are sluggish, but the catch consists principally of the larger sizes.

#### Oyster Applications Approved

At its regular meeting in Newport News on July 25, the Virginia Commission of Fisheries approved the application of Wyatt B. Carneal of Richmond for 10 acres of oyster ground in Free School Creek, and also approved the application of W. M. Powers, of Naxera, for four acres of oyster ground in Severn River.

Assignment of the oyster ground followed stiff opposition in the form of evidence and argument presented by landowners and oystermen, and their counsel.

Jack Deal, witness in the Carneal application, said that it was the consensus of oystermen that they wanted Free School Creek to remain open with no leases granted. N. F. Deal said that 95% of the persons involved in that section wanted the Creek to stay as it is, meaning open to oystering without leases of bottoms to individuals. He testified that leases on both sides of the Creek, resulting in staking of oyster grounds, would hinder navigation.

George P. DeHardit, counsel for opponents of the Carneal application, notified the Commission an appeal would be taken to the Gloucester Circuit Court.

#### Hampton Roads Landings

During the month of July, Hampton Roads area fish production dropped to 886,000 lbs. from 1,075,000 lbs. in June and 897,000 lbs. in July, 1949. The pound net catch totalled 840,000 lbs., and accounted for 95% of the total.

The leading species was croaker, which had a total of 234,000 lbs., and following were sea trout, with 173,000 lbs., and butterfish, with 93,000 lbs.

#### President of Irvington Fish & Oyster Resigns

Irvington Fish & Oyster Co., Inc. of Irvington has announced the resignation of its president, T. McGinnes. S. Wynn has been appointed general manager to conduct the business of the Company.

#### Croaker Catch Shows Decline

During 1949 the catch of croakers in the Chesapeake Bay area made up less than one-fifth of the total of fishery products, instead of the usual one-third, according to an annual summary written by Charles D. Stewart of the Fish & Wildlife Service, Hampton.

The drop in fishery activity was noticed in both the trawler fleet and the pound-net fishery. The trawler fleet increased in size by about 20% over 1948, but the total catch remained the same. The pound-net production fell to about 50% of the six-year average.

In the Hampton Roads area, crabmeat production during 1949 was the greatest in the history of the fishery, both as to volume and value. Production amounted to 2,074,800 lbs., valued at \$1,600,000.

The lower Northern Neck got some of the croaker catch that was limited to the upper Bay, and boosted its production 150% over the 1946 total. All the landings in the Lancaster County area added up to 7,566,700 lbs. in 1949, as compared with 3,431,500 in 1946. Shucked oysters almost doubled.

On the Eastern Shore, almost 25% of the total catch consisted of mackerel, indicating that this species is increasing in importance along the entire Virginia coast.

## Texas Shrimp Fleet Makes Rich Strike off Alabama

Searching for new shrimp grounds in the Gulf of Mexico, trawlers from the Texas Fishermen's Cooperative Association of Aransas Pass made a rich shrimp strike along the Alabama coast, 20 miles offshore from Foley. Within a week, more than 100 trawlers were working from that port.

John W. Nelson, vice-president of the Co-op, stated that the discovery covered quite a large area, and that much of the shrimp were of jumbo size. He further stated that these shrimp were of the Brazilian "brownie" variety, but were different from the "pink" shrimp recently found near the south tip of Florida. A three-night catch averaged about 20 barrels per boat, worth approximately \$1,000. The shrimp were taken in waters of 17 to 18 fathoms in depth.

Facilities for handling shrimp and servicing boats were practically non-existent due to the fact that this area has not been considered a shrimping ground previously, and houses are equipped only for handling fish and crabs. It took a full day to unload the shrimp from two boats, and icing was practically impossible.

The *Miss M.*, the flagship of the Two Brothers fleet of Ingleside, made the 600-mile trip to the new grounds, and was among the first of the large trawlers from Texas to work the area.

### Quota Raised on Fishing Licenses

The Game, Fish and Oyster Commission last month raised the quota of licensed commercial fishing boats in Texas from 1,550 to 2,325 over protests of presently licensed Texas shrimpers. The increase became effective immediately, and was to continue through the next fiscal year beginning September 1.

Licensed operators charged that newcomers seeking licenses are invading Texas after depleting coastal waters off the States from North Carolina to Texas.

A legal action against the Commission was discussed at a meeting of the Executive Board and the State Board of Directors of the Texas Fishermen's Association at Aransas Pass. A committee was appointed to investigate the matter.

Commercial fishermen have been advised to apply for their commercial fishing boat licenses before August 31 to protect their priority under the fishing boat license quota. The annual fee is \$6.00 per boat registered by the Federal Government and used in tidal waters of the Gulf Coast.

### Oyster Beds Being Depleted

According to J. L. Baughman, chief marine biologist at the Texas Game, Fish & Oyster Commission laboratory in Rockport, Texas oyster reefs are becoming extremely depleted. Oyster production dropped in 1948-49 to an all-time low of 12,951 gallons, or about 7,000 lbs.

Baughman said a recent survey attributed the depletion to either overfishing, destruction by snails or both. With few exceptions, the oyster meats were found to be of only fair to very poor quality.

Baughman said a plan of correction has been drawn up for the Commission biologists. It calls for experimental plantings to determine the optimum locations for oyster culture, tests on water salinity, determining fitness of bottoms, stiffening bottoms with shell, investigating the cost and methods of improving and expanding natural reefs as well as for establishing new reefs in suitable areas, evaluating existing and potential oyster resources, and eliminating pollution.

### Menhaden, Shrimp Landings Gain in June

Landings of fishery products at Texas ports during June amounted to 15,919,700 lbs., compared with 13,111,400 lbs. for the same month the previous year. The catch of menhaden (12,790,800 lbs.), and shrimp (2,876,500 lbs.), accounted for 98% of the production. Receipts of menhaden



Alvin Brundrett's 50' shrimper "Sherry Lynn" of Rockport, Texas, which is powered by a 225 hp. Gray Diesel engine which swings a 32 x 30 Federal propeller. Gulf lubricating oil and Roebeling wire rope are used.

were 1.5 million lbs. more than in June, 1949, while those of shrimp were 1.2 million lbs. greater.

During the first ten months of the State fiscal year (beginning September 1), landings at Texas ports totalled 54,932,500 lbs.—10% more than the poundage received during the same period the previous year. Landings of finfish, which amounted to 23,443,300 lbs. during the period, were 9.4 million lbs. less than in the previous year. However, receipts of shellfish, which amounted to 31,489,200 lbs., were 14.4 million lbs. greater.

The decline in receipts of finfish resulted from reduced landings of menhaden which totalled 20.7 million lbs. compared with 30.1 million lbs. during the first ten months of the previous year. The gain in the production of shellfish was caused by record landings of shrimp, which amounted to 31.4 million lbs. compared with 17.0 million lbs. in the same period the previous year.

### Shrimper Sinks in Gulf

The shrimper *Sadie* developed leaks and sank in the Gulf ten miles off Port Aransas recently. The crew, Jimmie Tucker and Gordon Harrel, grabbed a mattress and went overboard. Five hours later Tucker climbed the anchor rope of the trawler *Olga H.*, skippered by S. P. Hansen, which was anchored well out in the Gulf. Harrel was picked up several hours later on the beach at St. Joseph's Island by a searching party from the Coast Guard. He swam and floated almost twenty miles.

### Rough Weather Hampers July Shrimping

Strong winds and unsettled weather brought shrimping to a standstill during most of July. Many boats lost nets and gear due to rough seas, and some masts and booms were damaged.

### Georgia Boat Catches Big Swordfish

One of the largest swordfish ever caught near Brunswick, Ga. was taken last month in a net of the shrimp boat *Shamrock*, Capt. Joe Mateus. The monster weighed 700 lbs., was 18' long and had a 44" saw. Though the creature battled vigorously, the net escaped damage.

The fish, caught off little St. Simons Island, was served in a Brunswick restaurant.

### "Stardust" Burns and Sinks

A. M. Jackson of Rose Dhu, Ga. was hospitalized last month with severe burns of the hands, arms and face which he suffered when the *Stardust*, 28' prawn boat owned by George Testone, South Gardens, burned and sank following an explosion.



The 36' "King Fisher", owned and skippered by Capt. Uriah Garrish, Jr. of Ocracoke, N. C., who catches bluefish, mackerel and flounder. The vessel has Hyde propeller and Willard batteries, and uses RPM lubricating oil.

## North Carolina Plans New Law for Out-of-Staters

Atty. Gen. Harry McMullan appeared before the State Commercial Fisheries Committee on July 25 to confer with Committee members on the non-resident fishing problem.

Under present statutory law, North Carolina cannot sell licenses to out-of-State commercial fishing boats, yet these boats come into State waters and in spite of patrol efforts, cannot be kept out.

Because the Supreme Court has recently ruled that States cannot make discriminatory laws against out-of-State fishermen, the State law will have to be changed. Exactly how is the problem.

The Attorney General suggested that the law enforcement division continue as it has in the past—trying to keep out-of-State boats out—until the Legislature meets. Then the Commercial Fisheries Committee can suggest the change permitting licenses to be sold to non-resident fishermen, and also put teeth in the law which will enable prosecution of those who don't have licenses.

### Southport Shrimpers Make Good Catches

Southport was a popular spot on the shrimping front early last month when boats started taking as high as 20 bushels of shrimp a day.

Many of the boats in the Morehead City section left for Southport waters to cash in on the run which was unusual for that section at this time of year.

The shrimp, 90% of which were the brown shrimp, were reported considerably larger than usual for this time of the season, counting 50-55 to the pound.

### Destruction of Small Fish by Nets

Destruction of small fish by commercial fishermen is much smaller than reported in many quarters, according to Dr. Eugene Roelofs, scientist with the University of North Carolina Institute of Fisheries Research at Camp Glenn, Morehead City.

Dr. Roelofs said it is a popular belief that some fish nets destroy many small fish that otherwise would grow to maturity and become edible. He added that this is a false conception, that the number of fish that would reach a size large enough to be eaten was extremely few.

### Change in Nautical Charts Asked

Commander Charles M. Thomas of the Coast and Geodetic Survey requested fishermen and the Board of Conservation last month to make suggestions for the improvement of nautical charts of the Morehead City area.

He stated that one suggestion had been received, that of placing an enlarged inset of Morehead City harbor in the northwest corner of chart 420. Numerous craft, unfamiliar with these waters, have run aground, especially when approaching the harbor from the southeast.

## Long Island Survey of Tidal Conditions Gets Under Way

The survey of tidal conditions in Great South Bay which marine engineers believe will provide the answer to the riddle of the rapidly vanishing oyster industry, entered its fifth day on July 28.

It is being carried out by the Woods Hole Oceanographic Institute of Woods Hole, Mass., with the cooperation of the N. Y. State Conservation Dept., the Suffolk County Dept. of Public Works, the L. I. Fishermen's Assoc., and representatives of G. Vander Borgh & Son and the Bluepoints Co., West Sayville shellfishing concerns.

The large group of men participating in the survey, the headquarters for which has been established at the Vander Borgh sheds in West Sayville, are working out of two boats which make daily trips to various sections of the bay in an area extending from Fire Island Inlet to Moriches Inlet.

Some 56 stations are to be established throughout the bay, at which determinations will be made of the effect on marine life of the gradual closing of Fire Island Inlet and resultant areas of stagnant water. The tests include samples of water and the recording by an electronic instrument of the salinity, temperature and depth of the water. Data obtained from these tests will be compiled when the survey is completed and the results will be made public.

### Short Beach Fishing Co. Barge Sinks

A 70' barge owned by the Short Beach Fishing Co. of Islip, sank near the fishing traps just outside the Fire Island Inlet early last month. The barge was secured to a decaying pole which snapped in half and left a jagged end protruding above the water line. Ocean waves lifted the vessel above the broken post and then dropped it squarely on top of the pole. A gaping hole was punched through the bottom of the vessel and water poured in.

### Shellfish Yield for 1949

Shellfish production in the State of New York totalled 2,055,229 bushels in 1949, valued at \$8,574,748. The 900,911-bushel Southold yield was worth \$4,481,065, which represented more than half of the total value. The Town's take of market oysters amounted to 877,450 bushels, and was the largest of any Town in the State. Total market oyster production was 1,084,245 bushels.

The hard clam yield of 589,653 bushels was 38,791 bushels below the five-year average of the period from 1945-49. Southampton, with its 166,437-bushel take, was the leading producer of hard clams.

In the soft clam division, the yield was 4,639 bushels, and Brookhaven, with 1,577 bushels, was the best source of this variety.

Nearly three-fourths of the 4,613-bushel bay scallop take was landed at East Hampton, the town's catch totaling 3,344 bushels.

The surf clam yield amounted to 358,640 bushels, and the town of Hempstead and Queens Borough were tied for first place, each having 150,000 bushels (ocean).

Totalling 12,660 bushels, mussel production was heaviest in Hempstead, which had 4,080 bushels.

### "Captain" Has New Engine, Automatic Steering

The oyster dredger *Captain*, owned by J. & J. W. Elsworth Co., New York, has been repowered with an 8-cylinder, 215 hp. Caterpillar Diesel, sold by H. O. Penn Machinery Co. and installed by Hitchcock Gas Engine Co., Bridgeport, Conn. The vessel also was equipped with Sperry automatic steering and a 5 hp. Fairbanks-Morse Diesel auxiliary.

Skippered by Capt. Albert Reiter of Southold, Long Island, the dredger operates with booms and bottom dumping dredges, and is self-loading through hydraulically operated conveyors. All dredged material is automatically screened.



## Great Lakes Fishermen Getting Good Returns from Trolling

Lake Superior fishermen, in both the Western and Eastern regions, were getting good returns during mid-summer either by supplementing takes from nets by renting craft to trollers or by commercial trolling throughout the day. Fishing on the lake was generally fair, and fishermen were earning a profit notwithstanding the usual decline of production during midsummer.

The lake is producing some unusually large trout by the trolling method many miles offshore. Fish were ranging up to 29 and 30 lbs. with trout weighing as much as 40 lbs. reported in the Western area of the lake.

Ontonagon, Mich. commercial fishermen got good catches of lake trout at times and whitefish takes were fair. Lake trout takes from the Apostle Islands waters were reported as good.

In the Green Bay area of Lake Michigan commercial fishermen were getting fairly good catches of mixed fish. The yield of walleyes tapered off in July. Takes of perch were good; rough fish catches were profitable, but not really heavy, with carp takes increasing. Commercial fishing in virtually all Lake Michigan fishing areas during midsummer ranged from fair to good. Some sizable hauls of chub in the northerly area of the lake were reported.

In Lake Huron fish production during midsummer was down slightly. Good takes of pike, perch, chub, suckers, mullet and sauger were made at times. Fishing was reported good in the North Channel and the northern and eastern islands and reef areas.

Lake St. Clair commercial fishermen were doing well on catfish, small pike and suckers.

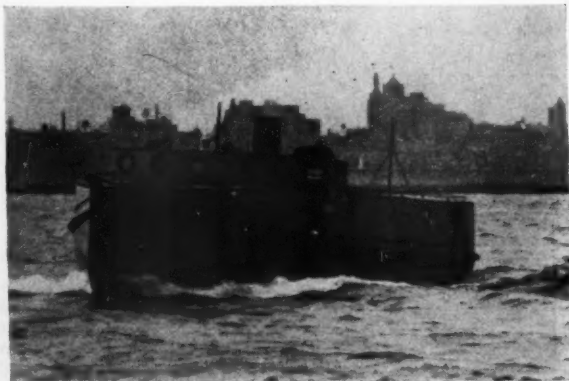
From Lake Erie commercial fish yields were average during July, with liberal takes of pike, sheephead, perch and sauger pike. Hauls of whitefish were fair at times.

### Fishing Boats Blessed

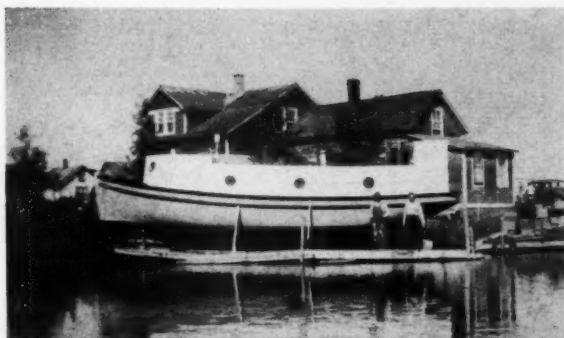
A large crowd witnessed the second annual blessing of boats by Bishop Thomas L. Noa of Marquette, Mich. recently at Fayette, Mich. Three prayers, petitioning for the safety of boats and a fruitful trip, and the Gospel account of the miraculous draught of fishes, were recited.

Following these rites Bishop Noa, accompanied by several clergymen, boarded a small fishing boat and cursed through the harbor, blessing each boat.

Fayette boats which were blessed were the *Snowball*, owned by Otis Smith; *W. B. Jean*, owned by Pizzala and Swanson; *Mary K.*, Lloyd Ranguette; *DeVet and Sons*, Leslie and Myron DeVet; *Sally C.*, Tallman Brothers;



The "H. W. Hocks", 50' x 13'8" x 7' all-steel tug owned by Capt. Rueben D. Nelson of Sturgeon Bay, Wis. She is powered by a D13000, 115 hp. Caterpillar Diesel with 42 x 36 Columbian propeller, is equipped with a Crossley lifter, and uses Willard batteries, Plymouth rope, and Fish Net & Twine Co. nets. The "Hocks" ran up to the dock all during last Winter, which was the first time on record that a fish tug has done this.



The 37' "Rhodora", which is owned by Ernest J. Erkkila & Sons, Lake Linden, Mich., and fishes gill nets on Lake Superior. Power for the boat is furnished by a 6-cyl., 85 hp. Red Wing gasoline engine.

*Eagle*, Francis Thill; *Dawn*, Peterson & Sons; *Darlene May*, Ronald Gauthier; *Betty Lou*, Seaman and Velter; *Maiden Blush*, William Eggert; *Pup*, Junior Finkler; *Victory*, Anthony & Sons; *Jackie*, John LaSalle; *Juanita III*, Adson Casey; *Maid O'Mist*, Romeo Rocheford; *Dorothy M.*, William Blakeley; *Dian and Bonnie Rose*, Nelson Fisheries; *E & L*, Emil Nelson; *Vernon*, Lexis Nelson; *North Star*, Al Mattie; *Connie Jo*, Albert Johnson; *White Owl*, Henry Rocheford; *Queen Mary*, Donald Zern; *Sherry Lee*, Junior Finkler; *Dickie*, Louis and Leon DeVet.

Boats from other ports participating were the *Lill-Mar*, Marcial Sorensen, Escanaba; *Janet Sue*, Omer Morey, Escanaba; *Judy Bay*, Arthur Huff, Manistique; *Bob*, Norbert Swaer, Garden; *Beatrice M. Myers*, Escanaba; *Annabelle*, Allen Jensen, Manistique; *Connie Jo*, Harold Olsen, Escanaba; *Becky Jo*, Douglas Bennett, Escanaba; *McDonald Bros.*, McDonald Bros., Washington Island, Wis.; *Stella Ann*, Fred Schwartz, Green Bay; *Arleen*, Adrian Hebert, Nahma; and the *Solice*, U. Willkinson, Milwaukee.

### Fungus Causes Death to Smelt

Dr. Leonard Allison of Gaylord, Mich., State pathologist, reported to Conservation Officer Carman McLarty at Menominee that a fungus growth is the probable cause of death of millions of Green Bay fish, chiefly smelt. The fungus will afflict any fish which has been bruised or scratched by rocks, ice, pecked by ducks and gulls, etc. The extremely heavy smelt run would cause many of the fish to become bruised by snags in the water.

### Grand Marais Gets Stronger Light

The U. S. Coast Guard recently announced an increase in visibility to approximately 13 miles for the Grand Marais, Mich. Harbor of Refuge Outer Light. An increase of more than 600 candlepower has been added. The standby fog signal has been changed to a duplicate air diaphragm horn which sounds a blast of two seconds at intervals of 13 seconds.

### Has Narrow Escape

Hannes Thornson, Waukegan, Ill. commercial fisherman employed on the fish tug *Nautilus*, owned by Clayton Johnson of the Lakeside Fishing Co., miraculously escaped serious injury recently when an explosion shattered the superstructure of the craft during re-fueling operations and hurled him upon the adjoining dock. The boat was burned to her waterline.

Johnson has now purchased the *Yankee*, a gill net boat which was operating out of Washington Island, Wis. He will move the boat to Waukegan.

### Bid Accepted for Lamprey Boat

The Fish & Wildlife Service has accepted a bid for construction of a research vessel to ferret out the secrets of the lamprey during its parasitic life in the Great Lakes. It also will accumulate needed material on characteristics of the lakes and the fishes which inhabit them.

The boat is to be 60' long and the specifications call for the building and equipping of a laboratory on the craft. The vessel will be elaborately fitted with fishing gear.



The 58' New Bedford, Mass. dragger "Addie Mae", Capt. Joseph Lima. She has a speed of 9½ knots and is equipped with a 165 hp. General Motors Diesel, 44 x 36 Columbian propeller, 32-volt Willard batteries, and New Bedford rope.

## New Bedford Landings Show Gain of One-Third

A total of 65,175,200 lbs. of fish and shellfish were brought into the port of New Bedford during the first six months of 1950, compared to 47,918,000 lbs. during the same period in 1949, which was an increase of one-third.

A scallop catch of 4,867,600 lbs. valued at \$2,149,200 was landed this year, compared to 5,574,200 lbs. valued at \$2,050,748 during the same period in 1949. The total fish value was \$4,833,139 in 1950, as compared to \$4,566,588.

A breakdown in species included 4,104,700 lbs. of large haddock in 1950 as compared to 3,682,400 lbs. in 1949. Last year 3,350,500 lbs. of scrod were brought in compared to 1,815,000 lbs. this year; 1,894,700 lbs. of cod were reported for the past six months and 2,328,800 were landed during the same time last year. Yellowtails totalled 3,924,100 in 1950 and 4,743,000 in 1949. There were 5,393,000 lbs. of blackbacks landed in 1950 and 5,201,500 lbs. last year.

Mackerel landings totalled 246,100 lbs. in 1950 and 329,400 lbs. in 1949. Trash fish totals more than doubled last year's figures, as 38,278,400 lbs. were landed this year and 17,396,800 lbs. were reported in 1949.

### Four Boats Change Hands

Four boats fishing out of the port of New Bedford have recently changed ownership. Capt. Leif Mikalson and Nils Risdal of Fairhaven now own the *Eunice-Lilian* formerly owned by John J. Gobell. Capt. Mikalson and Capt. Hans Davidsen are the owners of the scalloper *Kingfisher* previously owned by Dr. Joseph Ponte, and Capt. Davidsen is skipper.

Albert C. Sherman, Sr. of New Bedford has the dragger *Flavia*, formerly the property of Warren Goff of Orleans, and the scalloper *Bright Star* is now owned by Peder Erisland of Brooklyn, N. Y.

### "Minnie V." Repowered

D. N. Kelley and Son, Inc., Fairhaven, has completed installation of a General Motors Model 671 Diesel in the *Minnie V.* owned by Capt. Tharald Drivdahl of Fairhaven.

### Overhauling and Fitting Out

Capt. Michael Smith is the new owner of the scalloper *Connecticut* which was raised recently in Vineyard Sound. The scalloper, practically new when she went down in 1948, has been at D. N. Kelley & Son, Inc. for new planking, shaft and propeller and painting.

The scalloper *Marlene and Marie* owned by Capt. Tharald Drivdahl has been painted at Kelley's and Henry Forte's *Huntington Sanford* has had a general overhaul. Charles Tapper's *Sea Ranger* has been hauled for sheathing and drag repairs.

At Beaconside Boat Co. the *Jacintha* owned by Correia & Sons of New Bedford has had a complete paint job, new shaft and repairs to wheel and the *Eunice-Lilian* was hauled out for painting. The *John G. Murley* has had new sheathing and been painted and a complete paint job was done on Hans Haram's *Arnold*.

Peirce & Kilburn's has overhauled the *Carole June* owned by John Abramson and changed over the *Wam-sutta* from dragging to scalloping.

## RHODE ISLAND

### Boat Runs Aground

The 63' dragger *Ronald and Dorothy* which ran aground on a rocky bar ledge off Matunuck Point on July 13 in a heavy fog was freed by seven boats from the Point Judith fishing fleet.

The dragger was just out of a boatyard in West Haven, Conn. where she had spent two weeks while her engine was overhauled and the ship painted in preparation for a swordfishing trip.

### Shipyards in Operation Over Hundred Years

The Newport, R. I., Ship Yard, long identified with famous yachts, including the last three successful America's Cup Defenders, recently discovered that it has been in continuous operation since 1834. The announcement was made by Samuel C. Spencer, manager, who became interested in the yard's history when he read a local newspaper advertisement stating a marine railway was erected at the yard in 1839.

In 1834 Silas H. Cottrell, a native of Westerly, R. I., began shipbuilding at the foot of the wharf that bears his name. Since then countless vessels have slid off the yard's ways, including several whalers, sloops, and the dragger *Min Flicka* for Eric Erickson of Portsmouth.

### Engine Service at Point Judith

Point Judith Engine & Supply Co., Point Judith, headed by Kenneth Gallup, has been made a service dealer for Detroit Diesel Engine Division of General Motors Corp.

### Frozen Broiled, Stuffed Lobster

W. P. Williams, Inc. of Bristol, R. I., are producing frozen broiled and stuffed fresh lobster, a new product in the frozen food field.

A life-like color reproduction of the broiled lobster and instruction for preparation and serving are printed on the newly designed carton manufactured by the Thames River, Conn., division of Robert Gair Co., Inc. One stuffed and broiled lobster is packed in each carton, then frozen.



Charles B. Westcott's 50' dragger "Ruth W." of Point Judith, R. I., which is skippered by Capt. Carl Westcott. She has a capacity of 13 net tons, and is powered by a 90 hp. Lathrop Diesel that turns a 32 x 16 Columbian propeller. The vessel is equipped with Surrence batteries, Hathaway winch, Wilfrid O. White & Sons Surecho depth sounder, Roebling wire rope, Linen Thread Co. Gold Medal nets, and Columbian rope. Socony lube and fuel oil are used.

## Maine Tuna Survey Provided In Bill Passed by Senate

The bill to raise \$75,000 for a tuna survey along the Maine coast has passed the U. S. Senate, and is awaiting action by the House. If the bill should be enacted, it will provide funds for extensive experimentation on fishing methods and equipment. The study would be carried out by the Fish & Wildlife Service.

Arnold Vogl of the Riviera Packing Co., Eastport, has expressed the belief that tuna is available in quantity off the North Atlantic Coast. In a report prepared in December, he stated that last Summer three fishermen reported seeing a school covering at least 40 acres off the coast of Maine.

The report went on to state the fish seen were bluefin tuna, especially suited for canning purposes. These fish are reported to run in large schools which follow the Gulf Stream from the Strait of Yucatan to Nova Scotia.

### Asked to Reconsider Ban on State Fishing Law

The State asked Federal Judge John D. Clifford, Jr. on July 18 to reconsider his temporary ban on the Maine law for licensing commercial fishermen. Nunzi Napolitano, assistant attorney general, argued that two Boston men were wrong when they told Judge Clifford that enforcement of the law would work irreparable damage to their business. He also listed other arguments.

He also pointed out the following: (1) that the two men never asked for a 1950 fishing license though told to by wardens of the Sea & Shore Fisheries Department; (2) that they have always claimed before that they live in Maine; (3) that they could still fish in waters near Maine but outside its three-mile jurisdiction; (4) that the court should move slowly in setting aside State laws when constitutional questions are involved.

Maine's law requiring three years of residence to fish in its coastal waters discriminates unlawfully against fishermen from other States, the Boston fishermen said. They added that large losses would result if they weren't allowed to fish now for whiting.

A special three-judge court was named to hear the case on August 15.

### Sea & Shore Fisheries Promotions

Several promotions in the staff of the Department of Sea & Shore Fisheries experimental and research station at Boothbay Harbor were announced recently by Commissioner Richard E. Reed.

Bacteriologist Philip Goggins, Topsham, was named station superintendent in addition to his present duties as head of a clam flat pollution survey set up at the last session of the Legislature. Goggins replaces Clyde Taylor, who resigned recently to join the Fish & Wildlife Service.

Frederick Baird, Boothbay Harbor, has been named senior biologist to replace Taylor in that line of work. Baird has been with the Department for three years, and has specialized in research on smelts, scallops and other species.

Donald Harriman, who has specialized in soft shell clam studies for the last two years, will assist Baird in the research division and will devote full time in the biological, production and marketing aspects of the lobster industry.

The entire research and experimental program will be headed by Robert Dow, Augusta, who has been with the Department since 1946.

### Mackerel Seiner Floated

The mackerel seiner *Isabel J. III* of Ogunquit, which ran ashore last month, was finally floated. Coast Guardsmen who took off the crew when the craft was high and dry between Lunging Island and Square Rock, reported that she suffered only slight damage. The crew consisted of Capt. William K. Tower and five other men.



Mike Iaconeta's 45' x 12' x 4 1/2' fishing boat "Three Brothers" of Portland, Me., powered by a D318 Caterpillar Diesel.

### Install Radar in Dragger

Marine Service, Inc. of Boothbay Harbor announces its appointment as distributors for the State of Maine for General Electric radar units, namely, "Electronic Navigators." The first of these units will be installed on the 103' dragger *Eagle*, owned by Harvey Gamage. She fishes out of Rockland, with Capt. Bob Anderson in command.

### Marine Oddities

A 1000-lb. sea turtle became entangled in a lobster trap pot warp off Criehaven last month. It measured nearly 7' in length and 3' across the back.

A 500-pound sunfish was gaffed by Leeman Chipman of Bunker's Harbor while he was hauling his lobster traps near Schoodic Point.

### Fishermen Active at New Harbor

New Harbor is having a good mackerel season this year, and up to the first of the month, Capt. Russell Brackett was high man in mackerel seining.

Some of the draggers and seiners are turning to lobstering to finish out the season. An average of about 4,000 lbs. of lobsters per day is being bought by the Pemaquid Fisherman's Cooperative Assoc. Price to the fishermen has been 30c per pound. The Cooperative has rented a State pound, but no lobsters have been put in it as yet.

Afton Farrin, Jr., of South Bristol, who runs a fish trap, has found a new outlet for fish which don't meet top market standards. He has sold about five tons at 2 cents a pound to Perry Green of Nobleboro, who grinds it up with meal and freezes it for use as feed in his dog kennels.

### "Nautilus" Renamed "Florence & Lucy"

The 103' steel Portland dragger *Nautilus* has been renamed the *Florence & Lucy*, and is now skippered by Capt. Joseph Orlando of Gloucester, who formerly was on the *Salvatore*. Owned by Lawrence Scola and Russell Yelton, the vessel recently was repowered with a 320 hp. Wolverine Diesel.

### Factory Ship "Oceanlife" on Maiden Trip

The 150' factory ship *Oceanlife*, skippered by Capt. John Cheeseman, began her maiden trip to the fishing banks from Rockland on July 26. Formerly the Boston trawler *Cormorant*, the vessel will process and freeze its catch aboard.

### Sardine Market Firmer

The canned sardine market has become much firmer, due in part to increased demand from speculative buyers counting upon the Korean situation to inflate canned fish prices. Early this month, the price for keyless oils jumped a dollar to \$6.50 per case, compared to \$7.50 being offered a year ago. Price to fishermen has been approximately \$1.00 per bushel.

There have been plenty of herring all along the Maine





The 65' x 17½' x 5½' "Juanita", owned by W. L. Tull & Bros., Crisfield, Md., and powered by a 165 hp. Gray Diesel. The boat has Exide batteries, Hyde propeller and uses Sinclair lubricating oil.

coast this season during the entire season thus far, a situation that has not existed for many years.

Because of uncertain market conditions, especially at the beginning of the season, and more recently because of delay in can deliveries, packing operations have been somewhat erratic. Total pack for the season thus far compares favorably with that of last year at this time.

A million case carryover, largest in the industry's history and the first sizable one since the last war, tended to depress the sardine market early in the season.

Before the war, the normal carryover ranged from 300-400 thousand cases. Then the pack averaged 1½ million cases, whereas in recent years it has been in the vicinity of 3 million.

#### July Landings at Rockland Set New Record

A total of 12,433,600 lbs. of redfish, groundfish and herring were landed and processed at Rockland during the month of July to set a new record for the port.

Highliner of the fleet of more than 30 boats was the *Breaker*, owned by General Seafoods and captained by Norman Stinson, which landed 547,400 lbs.

Other high boats included the *St. George*, 328,900; *Billow*, 318,000; *Flo*, 293,000; and *P. K. Hunt*, 286,200.

#### Record Crowd Attends Seafoods Festival

The Maine Lobster and Seafoods Festival, held August 4-6 at Rockland, was host to a record crowd of 40,000 people. At the Coronation Ball Miss Ann Lord of Parsonsfield was crowned Maine's Sea Goddess by Sea & Shore Fisheries Commissioner Richard E. Reed. She will represent Maine's fishing industry at several National affairs during the coming year.

One of the most spectacular floats in the parade was entered by the Green Island Packing Co. of Rockland. It featured a lofty mural portraying a fishing scene, which was designed by Edwin Witham, marine artist and owner in the packing company. King Neptune, mermaids and lobster traps highlighted the appearance of the float from Sim's Lobster Pound, while the float of General Seafoods Corp. featured workers cutting and packing ocean perch.

#### Rodney Feyler

Rodney Feyler, 62, who was credited with laying the foundation for the present fishing industry in Rockland, died at his Thomaston home July 29.

"Rod" Feyler's action in starting to buy whole fish on Tillson Wharf in 1929 opened the City to the draggers of the New England fleet. In the following years, he built the port's first modern freezer plant.

Prior to entering the groundfish business, he was known as the "Scallop King", because of the large number of scallops he handled from Maine and Massachusetts scallopers that then landed at Rockland.

While Commissioner of Sea & Shore Fisheries, Mr. Feyler established the present coastal warden system and inaugurated the first public relations program for Maine fisheries.

## Maryland to Make Study Of Forage Fishes

Studies are now in progress at the Chesapeake Biological Laboratory at Solomons Island on the life history of the marine silverside. This fish is not caught for human consumption in Maryland, but its significance lies in the fact that it is a very important food item of the striped bass and probably other fish.

The abundance of commercially important fishes such as striped bass, croaker, white perch, and trout is greatly influenced by the supply of the so-called forage fishes. Important forage fishes of Maryland are the anchovy, the menhaden (often called alewife), and the silverside.

Sometimes forage fishes are of direct commercial importance. Such is the case with the menhaden in Maryland, and the anchovy and silverside in other areas.

#### Discuss Joint Fishing Problems

Legislators, State officials and seafood packers of Virginia and Maryland, conferred at Prince Frederick, Md. on July 9, but arrived at no definite conclusions as to the old Chesapeake Bay and Potomac River fish and oyster problems.

At an informal meeting they agreed that unless interests of the two States can solve their own problems the Federal Government may act to conserve vanishing natural resources.

Viewpoints of the conferees differed as to whether Potomac problems were to be considered separately from similar problems of the Bay.

Virginians contended Potomac problems should be disposed of first and the Marylanders argued the Bay and River are a unit and that questions involving the two bodies should be considered together.

#### Oysters Grown in Highly Mechanized Manner

Maryland is growing oysters with the most highly mechanized force in the country, according to Chairman David H. Wallace of the Tidewater Fisheries Commission. He stated that 885,000 bushels of oyster shells were planted in seed areas and on natural rocks last Spring.

A mechanical loader with a bucket of one and a quarter cubic yards lifts shells from stock piles into trucks. From the trucks, shells are dumped into a hopper. A belt conveyor moves them to a chute, and from there they are dumped into power scows which the State hires.

The spat or larval oysters attach themselves to shell surfaces and in three years the oysters are of a marketable size.

#### Rockfish Tagging Continues

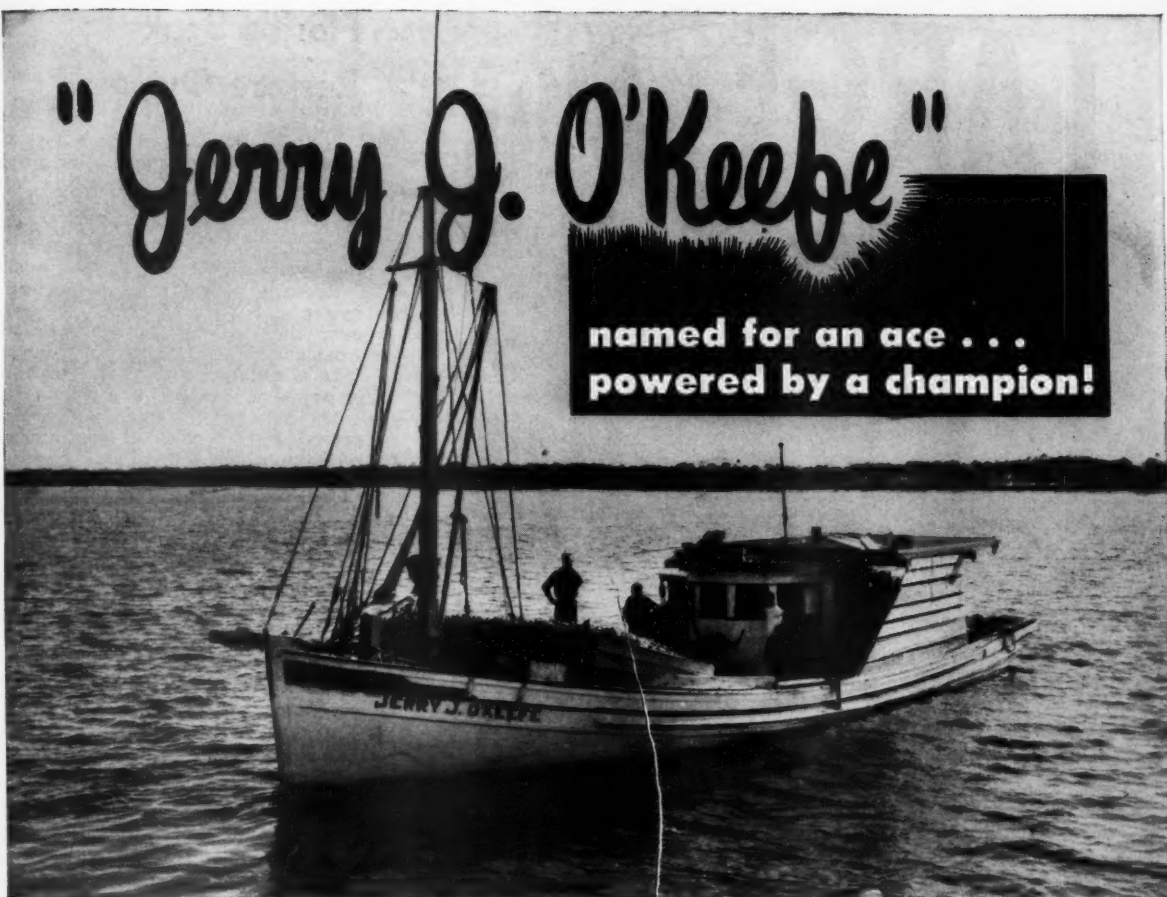
Last year a comprehensive plan for the tagging of striped bass, or rock, was outlined and initiated by the publication, *Salt Water Sportsman*. The sponsor provided tags and directions for use in affixing them to the fish. Both commercial and sportsfishermen were asked to cooperate in the effort to extend knowledge about this important species.

It was hoped that much information would accrue as to the general biology of the rock including, more specifically, such things as breeding grounds and origins, migrations, rates of growth, survival and the like. Reports to date indicate that the initial efforts were reasonably productive of results but that a much greater volume of data is needed to round out the study.

It is known that the rock breeding grounds in Maryland provide most of the stocks of this fish taken from northern and eastern waters along the Atlantic Coast. Additional information about this fish is needed in the State despite the fact that it has been the subject of considerable study locally. Maryland fishermen, commercial and sports, are urged to participate in the movement. To do so, write to *Salt Water Sportsman*, 136 Federal St., Boston, Mass. for information and tags. The actual process of tagging requires little time and effort on the part of those who cooperate and there is no charge for the material used.

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WHEN the De Jean Packing Co., Biloxi, Miss. built their new shrimp trawler, last fall, they selected a good combination—they chose, as its name, the name of one of Biloxi's greatest war heroes, Jerry J. O'Keefe . . . for its power plant they chose a rugged, dependable Murphy Diesel.

The 62' boat, which is now being used for oystering, uses a Murphy Model ME-90, rated at 90 continuous horsepower. The engine turns a 35" x 27" wheel at 600 rpm through a 2:1 reverse and reduction gear. She was built by Peck Williams and the Murphy was supplied by Biloxi Machinery and Supply Co. The engineer is mighty well pleased with the smooth, effortless performance of the engine even under the toughest loads and further states that fuel economy is outstanding.

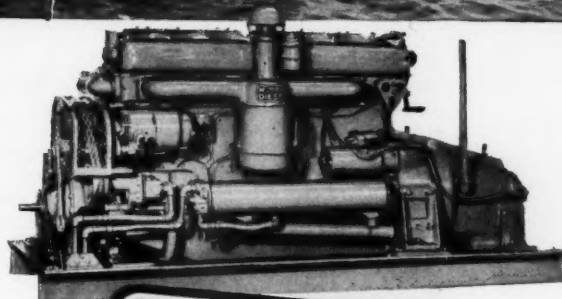
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F. J. O'Hara & Sons' 82 ft. dragger "Notre Dame." Powered by Model 40 Superior Diesel 250 H.P. engine thru extra heavy S-N 2:1 reverse and reduction gears.

Palmer Model BH Engine supplies 6 H.P. thru Model 3704 S-N Gears for this dory powered for continuous duty.

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## Florida Seeks to Restore Oysters

A new drive toward the re-establishment of Florida's oyster industry is now underway, according to George A. Vathis, supervisor of the State Board of Conservation, and Dr. F. G. Walton Smith, director of the Oyster Division.

Recently 12,000 barrels of clean oyster shells have been dumped over the depleted oyster beds at Apalachicola, in an attempt to provide a suitable bottom for growth of new oyster crops.

The dumping of the shells was preceded by a year of continuous research which showed that certain areas in Apalachicola Bay are potentially big oyster producers but that the gradual silting of the bottom has prevented oysters from growing properly. The new shell bottom will revitalize these areas.

Development of the oyster industry is not being restricted to Apalachicola. New oyster beds will be opened up and old ones rejuvenated on both the east and west coasts of Florida.

Plans also are under study for digging a canal from East River to Apalachicola Bay to see if that might improve conditions for oysters.

Statistics show that Florida oysters were formerly four times as plentiful as now. During 1890, 2,220,363 lbs. of oyster meat were produced in Florida. The yield in 1947 was only 667,855 lbs. The goal of the present development program is to raise this to 3,000,000 lbs. by 1954.

### Waterway Improvements

Shrimpers on the lower West Coast of Florida got a break last month when the Army Engineers announced that \$20,000 would be spent on emergency channel improvements at Marathon and \$65,000 on similar work at Everglades.

This work, combined with the restoration of project dimensions from Fort Myers to the Gulf of Mexico along the Okeechobee waterway and improvements in the Matanzas Pass channel, both already authorized, will provide adequately for the needs of the shrimpers.

### Regulation of Sponging

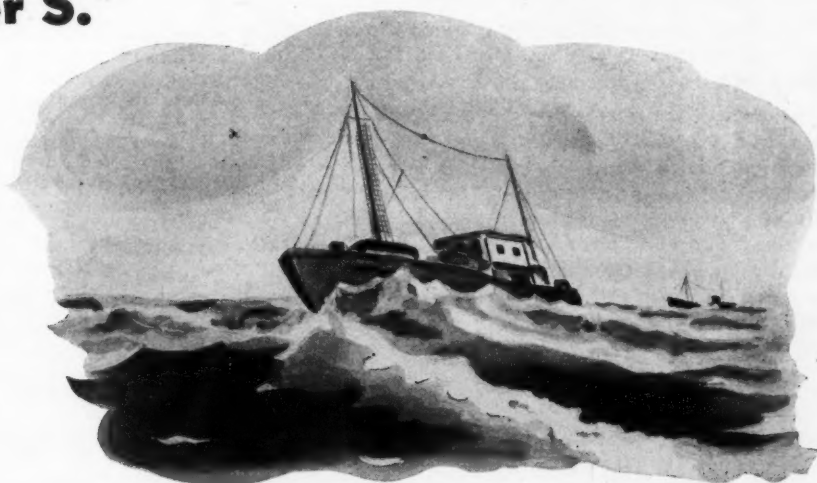
Florida should continue regulating its offshore sponge fishing industry in spite of the U. S. Supreme Court ruling that the Federal Government has authority over the tidelands, according to Attorney General Ervin who gave the ruling to State Attorney Chester B. McMullen, of Clearwater. He quoted the U. S. General's office as saying that the power of a coastal State to regulate and control fisheries in ocean waters beyond low water mark has no re-



# 12 Years of Trouble-Free "Caterpillar" Power for the "Elmer S."



**JOHN GASPEE**  
Captain of the  
"Elmer S."



Actually the oldest engine in the Provincetown fleet, this Caterpillar Model D8800 has efficiently powered the "Elmer S." for twelve years. John

Gaspee, owner of the "Elmer S." for more than two years, reports that "The Caterpillar engine is still giving reliable, efficient service."

## PERKINS-EATON MACHINERY CO.

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lation to the power to control the disposition of the resources of the subsoil of such waters.

### "Gypsy Girl" Burns

The shrimp trawler *Gypsy Girl*, owned by Eugene E. Lewis of Fernandina, burned to the water line on July 16 and finally sank, a total loss, two and a third miles north of the north jetty range light near the entrance to Fernandina harbor.

The crew fought the blaze for over an hour, but when it was evident that the fire was out of hand they put over the side in a self-inflating raft and headed for the beach, landing near the vicinity of Fort Clinch.

### Move to Ban Netting Above Salt Water Lines

Florida's fresh and salt water fish agencies have joined forces to halt the taking of fish in gill and drag nets in the Crystal, Homosassa and Chassahowitzka Rivers above the so-called salt water lines that were generally observed until a few months ago. This means a return to regulations that existed before County Judge O. Frank Scofield's ruling in the Jones-Garrett case last March.

Judge Scofield asked the Game and Fresh Water Fish Commission to appeal from his ruling so the matter would be given a final settlement in the State Supreme Court. Such an appeal was filed, and was expected to be argued in August.

### Three Shrimpers Launched

Miami's newest industry—the building of commercial shrimp trawlers—observed a red letter day July 31, when the first of the 65' x 18' craft being built for the Shelley Tractor & Equipment Co. went down the ways at the Miami Shipbuilding Co.

The Shelley firm has contracts for 12 of these trawlers, and five of them already are under construction at the Miami Shipbuilding Co. They will be equipped with Diesel engines and will be sold to commercial shrimpers in the new fields around Key West.

The 57' x 18' shrimp boat *Merry Sea* was launched July 31 at the Sarris Brothers shipyard, Tarpon Springs, for the Try Fish Co. of Sarasota. Owners of the boat are Ralph W. Chadwick, Milton Sanders and Louis Monat.

The Rev. Theo Karaphillis blessed the boat before the launching, and as the vessel slipped into the waters, Dennis McRayon of Sarasota broke a bottle of champagne over her bow.

The *Merry Sea* will fish in the Key West waters for shrimp with home base at Sarasota.

Felicione and Sons of Tampa launched the shrimp boat *Loretta Ann* the first week in July from the shipyard, and the Sarris Brothers are now building a shrimper for C. E. Turner of Miami.

### Quick-Freeze Plant Being Built

Work has started at Mayport on a \$50,000 quick-freeze plant which can process 48,000 lbs. of seafood in 24 hours. The firm also will turn out cat and dog food, using fish normally thrown back from the catch.

### Modern Robinson Crusoe

Theodore Tollofsen, who was washed ashore on a deserted peninsula six miles from Panama City 21 years ago during a hurricane, still lives there and likes it. Tollofsen was out from Pensacola on his daily snapper-fishing trip in the Gulf of Mexico when the 1929 hurricane struck. It blew him ashore on the peninsula which is now St. Andrews State Park.

He liked the place so much that he built himself a house out of driftwood and also a storehouse and chicken pen. His house is now full of nautical knick-knacks which he has collected from the beach.

Fishing and keeping his flock of chickens are his only occupations now. He preserves the fish that he catches by salting them down, and the eggs are buried in the sand. When he needs supplies he rows four miles across the bay to St. Andrews, where he sells his fish and poultry.

Now... you can spot the famous top quality New Bedford Rope at a glance. It's pre-measured! Factory marked in red at ten-foot intervals... an added feature that only New Bedford offers.

The red markings make it mighty convenient to check rope lengths—figure quantity on hand. But that's not all!

New Bedford pre-measured rope is now packaged in a new handy permanent, self-dispensing corrugated carton. A real help in keeping dust and dirt out—insures a clean coil at all times. No package to break—no bands to cut—no covers to remove. Just reach in and pull out the rope! Easy to stack, it's a real space-saver! Available in all sizes up to and including 3/4" diameter.

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it's NEW BEDFORD ROPE...  
when it's  
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New Bedford, Mass.

## Fish By-Product Output

(Continued from page 15)

to about 40% of the total weight of the catch, and from this shrimp meal may be easily prepared by simply steam tube drying of the refuse, which in some cases is previously chopped or shredded. Semi-commercial experiments also have demonstrated that a fertilizer component might profitably be made from various quantities of waste by chemical treatment and air drying.

In Louisiana there are several shrimp canneries that process shrimp heads into shrimp meal, but this is not a State-wide operation.

Approximately one ton of shrimp meal is produced from every 21,000 lbs. of raw shrimp. On this basis, approximately 1,000 tons of shrimp meal would be obtained in Texas from a 20-million-pound annual shrimp catch, provided all the waste was processed.

If the shrimp were processed before decomposition had set in, the protein content of the shrimp meal would run between 50 and 52%. However, if processed after decomposition had set in, the protein content would drop to approximately 40%.

Shrimp meal at present runs around \$100 to \$150 a ton, depending on the protein content. This would make the total value of the 1,000 tons which could be obtained from the Texas shrimp catch approximately \$100,000 to \$150,000 per year.

These are, of course, the total figures, and it would be impossible to salvage all the shrimp waste or to process it all before decomposition had set in.

### Scrap Fish Caught with Shrimp

In the matter of scrap fish resulting from shrimping operations, there is a much larger potential source of supply than from the shrimp industry proper. Gunter has given some interesting figures on the production of scrap fish. Although his work was done some time ago, there is no reason to believe that conditions have changed much since, in respect to the fish-shrimp ratio.

**Table I-A**  
Commercial Fish Taken in Shrimp Trawls, 1932 (in pounds)

Inside	Average Per Haul	Outside	Average Per Haul	Totals	Average Per Haul
17,309	182.2	26,264	445.1	43,573	282.8

**Table II-A**  
Non-Commercial Fish Taken in Shrimp Trawls, 1932 (in pounds)

Inside	Average Per Haul	Outside	Average Per Haul	Totals	Average Per Haul
12,637	249.2	8,626	146.2	21,263	138.1

**Table I-B**  
Commercial Fish Taken in Shrimp Trawls, 1933 (lbs.)

Inside	Average Per Haul	Outside	Average Per Haul	Totals	Average Per Haul
24,917	249.2	11,803	196.6	36,520	229.7

**Table II-B**  
Non-Commercial Fish Taken in Shrimp Trawls, 1933 (lbs.)

Inside	Average Per Haul	Outside	Average Per Haul	Totals	Average Per Haul
13,465	134.7	11,790	199.8	25,255	158.8

The commercial species in the above catches were as follows: croaker, spot, yellowtail, white trout, spotted trout, whiting, spadefish, flounder, pompano, Spanish mackerel, sheepshead, white mullet.

The non-commercial species in the catches were: star drum, anchovy, cutlass fish, sea cat, moonfish, menhaden, threadfin, hogchoker, butterfish, gafftops'l, fringed flounder, whiff, bumper, sea robin, tonguefish, Florida hake, striped sole, puffer, banded croaker, stingaree, jackfish, green puffer, harvest fish, lizard fish.

The following is the analysis of the oil and meal con-

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Come alongside the crack clipper *Don Edwards*, operating from Seattle to Kodiak, and ask Capt. Carl Edwards. You'll get the answer pronto—**LISTER BLACKSTONE**. The brief facts are stated in Capt. Edward's testimonial above.

A boat like the *Don Edwards* demands rugged, economical auxiliary power... for battery charging, wash-down pumps, cargo winches. But ARE you familiar with how little it costs to get loads of power with a low-cost, long-life Lister-Blackstone?



Capt. Carl Edwards

The *DON EDWARDS*,  
Carl and Arthur  
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Investigate this best diesel value for your dollar NOW. Propulsion and auxiliary units, 3 to 480 hp. Our engineers will give you facts and figures on an engine for your needs without obligation. Write us your requirements. Address Dept. A.

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2-cyl., 16 hp  
Model CE, of the  
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## Lister-Blackstone

tent of some of the fish included in the catches, in percentage of a wet basis:

Fish	Dry Matter Content	Protein Content	Oil Content	Percentage of Total Sample
Sea Trout	19	17	0.8	66
Croaker	22	15	0.9	9
Southern Hake	19	15	1.1	7
Star Drum	22	16	1.6	5
Cutlass Fish	19	15	1.2	4
Whiting	23	16	1.5	3
Spot	19	15	0.4	2

For example, on the basis of 100 lbs. of sea trout that was processed for meal and oil, there would be 19 lbs. of dry matter, of which 17 lbs. would be protein, and 0.8 pounds of oil. Since the yield of meal is only about 20% and the oil yield is practically nil, it is very doubtful that a processing plant for this variety of trash fish would be profitable unless the fish were obtained for a very low price and in large quantities.

## So. Carolina Has Good Oyster Set

There was a fine set of spat during the first part of July on the oyster shells planted by G. Robert Lunz, director of the Bears Bluff Laboratories. This set is regularly exposed to drying during the time of low tide, and yet a count of the shell showed that 1.07 spat were setting per square inch of shell surface or 9.3 spat per shell.

## Tuna Sighted Off Georgetown Jetties

Bluefin tuna have been sighted within the immediate vicinity of Georgetown jetties in Winyah Bay. A vessel, piloted by George Arents and William O'Brien, out of Stamford, Conn., had followed the giant fish from Southern waters on their trip home to New England.

Tarpon also inhabit the waters adjacent to the Georgetown jetties. Efforts are now being made by a charter boat captain, B. L. Raymond, to make Gulf Stream fishing and tarpon and tuna fishing a reality in this area.

# PFLUEGER HOOKS

Built Right to Stay Right

**Pflueger KIRBY Hook**

**Pflueger SOBEY Hook**

**Pflueger O'SHAUGHNESSY Hook**

Sharp points—sharp barbs—strong steel—long lasting finish. You get every feature wanted for hooking and holding fish when you ask for Pflueger Hooks. Made from over 80 years experience.

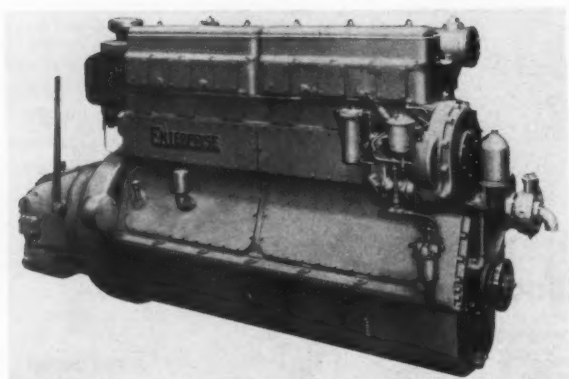
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# PFLUEGER

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**A GREAT NAME IN TACKLE**



# Equipment and Supply Trade News



6-cylinder model of the new Enterprise M-Series Diesels. Also made in 3 and 4-cylinder models, the Series is rated 68 to 240 hp. at 450 to 750 rpm.

## Lower Horsepower Enterprise Diesels

A new series of smaller, heavy-duty marine Diesel engines has been announced by Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif. They are designated as the Enterprise M-series Diesels. Built in 3, 4 and 6 cylinder models with 8" bore and 10" stroke, these engines range from 68 to 240 hp. at medium speeds of 450 to 750 rpm.

Of 4-cycle design, the M-series extends the lower horsepower range limit of the Enterprise Diesel line from its previous range of 180 to 1755 hp. The result of more than four years research, engineering, plant and field testing, the M-series features compact, light weight, medium speed design. The engines are equipped with standard makes of reduction gears.

Enterprise M-series Diesels are completely enclosed, while all accessories are conveniently mounted for easy accessibility and servicing. Removable inspection covers allow routine checks without loss of operating time. Crankpin and main bearing dimensions are of generous proportions. The controlled cooling system, with water directors in cylinder heads to distribute cool water to warm areas, provides for uniform temperature throughout the cylinder block and cylinder head. The Enterprise direct injection combustion system makes easy starting practicable under all temperature conditions.

The new Enterprise Bulletin No. M-16, now available on request, fully describes and illustrates M-series marine Diesel engines.

## Gulf Oil's "Safety Precautions Afloat"

Exactly what to do—and what not to do—to insure against boat fires or explosions is thoroughly described in a practical, down-to-earth booklet newly issued by Gulf Oil Corp.

The pocket-sized brochure, called "Down The Hatch—Safety Precautions Afloat," uses amusing color cartoons and layman's language to summarize under one cover the basic safeguards necessary in the handling of marine fuels.

Emphasizing that only 1¼ per cent gasoline concentration in the atmosphere can cause an explosion at the slightest spark, the booklet outlines: Safety precautions essential while refueling (failure to observe these causes most accidents); handling and inspection of the fuel system; proper appointments of this system, of the engine and auxiliary equipment for insuring safety.

Ventilation, particularly vital since fumes tend to gather

at the lowest level, and safe electrical system installations are discussed in detail. Precautions in the galley, in cleaning and in other boating activities are specified.

"Safety Precautions Afloat" is available without charge through Gulf marine dealers or by writing to Marine Sales, Gulf Oil Corp., 1009 Gulf Building, Pittsburgh 30, Pa.

## Folder on Maxim CQR Anchors

A new six-page brochure describing the latest model of the CQR Plow Anchor has just been issued by The Maxim Silencer Co., Hartford, Conn. Profusely illustrated, the folder shows commercial and pleasure craft now using the CQR, as well as photographs taken during anchor tests. Also shown are the new Maxim Hawsepole and specially designed Maxim anchor chocks. One page is devoted to practical hints on anchoring procedure.

## Universal In-Line Reduction Gear

A new marine in-line reduction gear for capacities up to 2000 hp. is being offered by Universal Gear Corp., 19th and Martindale Ave., Indianapolis, Ind. The unit has precision cut Herringbone gears arranged in such a way as to divide the load on four contact lines, thus making possible a compact unit for a given horsepower and ratio without exceeding conservation values of tooth pressures.

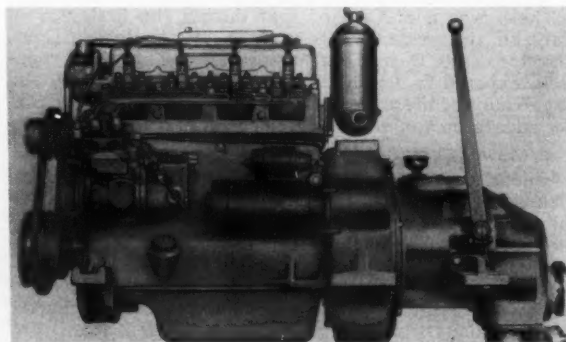
All bearings are of precision sleeve type with centrifugally cast linings completely interchangeable. The unit is equipped with a Kingsbury thrust bearing and has a complete oiling system with motor driven oil pumps and necessary coolers. All the gears are made integral with the shafts from steel forgings.

## Red Wing Adds 30 Horsepower Diesel

The latest Diesel model now in production by Red Wing Motor Co., Red Wing, Minn., is the 4-cylinder, 4-cycle D4-30 engine which has bore of 3-5/16", stroke of 3¾" and 129 cubic inches piston displacement. It develops 30 hp. at 1800 rpm and is available for direct drive or with various ratios of reduction up to 3:1; also in opposite rotation for twin screw installations.

The D4-30 is an overhead valve type engine, with removable wet type cylinder inserts, full pressure lubrication and complete fresh water cooling system.

The standard engine also includes 12-volt electric starting motor and generator, 100% ratio reverse, Bosch fuel injection system, governor, fuel supply pump, oil cooler and filter, glow plugs and thermo control of cooling system. The direct drive model weighs only 825 lbs.



New Red Wing model D4-30, 4 cylinder, 30 hp. marine Diesel.

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MANILA and COTTON TRAWL NETS  
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Manila and Sisal Cordage  
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Wire Rope  
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**Complete Outfitters for Trawlers, Draggers**

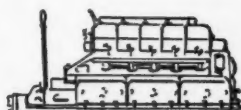
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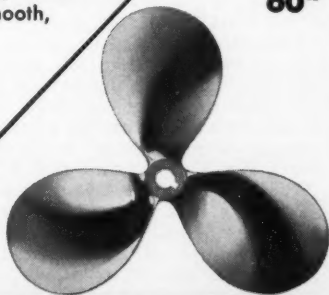
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## B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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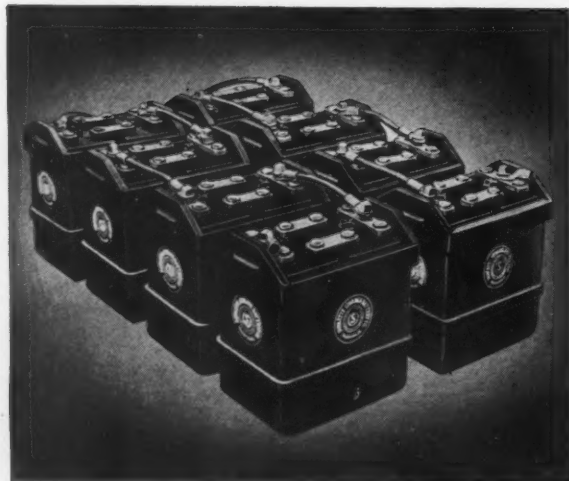
## EXPERTS SELECT *Surrette!*

All of these boats in F. B. Walker & Sons' menhaden fleet, of Pascagoula, Miss., are SURRETTE-equipped. There's a reason: *extra power, extra capacity*—far greater than in conventional batteries! That's why Walker specified Surrettes for greater dependability and outstanding ruggedness.

**GREATEST CAPACITY IN LEAST SPACE.** This sums up what you can get in Surrette "GIANTS"—real brutes for work when compared with conventional batteries of equal size. Available in capacities that will crank up to 1600 H.P. diesels. Capable of discharge without harm many times their normal 8-hour discharge rate. Confidence-by-appearance is backed by outstanding, original battery engineering; proved by heavy service on many types of commercial craft.

Commercial fishermen have a majority-preference for Surrette Marine Batteries; the outstanding choice as best at any price. Let experts like F. B. Walker & Sons, Inc., be your guide. Be sure to *specify Surrette!* If your dealer cannot supply you, write or wire us for name of the Surrette dealer nearest you.

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# *Surrette*

## MARINE BATTERIES

Morse Instrument Company's simplified throttle and clutch control for marine engines with hydraulic gear. The control's single lever provides complete control of both clutch and throttle, with positive stops between clutch and throttle range that eliminate the possibility of over-travel and blasting of engine in fast shifts. The clutch cannot be disengaged or reversed without first closing the throttle.



### Literature on Universal Super-Six Engine

Specification and price sheets covering the new Universal Super-Six engine are being distributed by Universal Motor Co., Oshkosh, Wisc. The engine is made in 145 hp. Express and 130 hp. Stevedore models and can be obtained with Universal Finger-Tip hydraulic reversing gear.

Universal's 90 hp. Cruiser Six and 110 hp. Sea Lion Six now are available with 22½" as well as 13" mountings.

### Folder Describes Murphy Diesels

A recent brochure issued by Murphy Diesel Co., 51317 W. Burnham St., Milwaukee 14, Wisc. describes features of Murphy marine propulsion and auxiliary engines, and illustrates several boats that are Murphy powered. Among those shown are the fishing boats *Joyce Marie* of Morgan City, La., *Mildred & Myra* of Stonington, Conn., *Miss Catherine* of St. Augustine, Fla. and *Lelond Lafond* of Milwaukee, Wisc.

Also available are individual specification sheets that give complete details with installation diagrams and power curves for each Murphy model.

The Murphy Diesel line comprises 11 models in 4 and 6 cylinders, with a representative horsepower range of from 90 to 190 hp. Five of the engines are equipped with the Murphy Turbo Charger, a specially designed power input and combustion system which greatly increases power without added wearing parts.

### Herring Pumped from Seine

(Continued from page 19)

outlet, to which is attached a 12" flexible hose that takes the fish to the cargo tank hatch of the carrier alongside. The hose is carried on the canopy deck and is handled by the mast boom.

Connected to the after end of the separator tank is a 25-foot, fixed position, 10" galvanized water discharge pipe which slopes to the stern of the boat. A triple elbow arrangement on the discharge end breaks the force of the water, which drops on a scale collecting screen. The screen is formed by ¼" mesh netting loosely stretched over a 7' x 7' pipe frame that is hinged on the transom.

When water and scales are being discharged, the screen is let down to a horizontal position by means of tackle on the after mast. The netting is hooked on so that it can be removed for salting when not in use. Approximately 1½ lbs. of scales are obtained from each bushel of fish. Scales are scooped up with a hand bailing net and placed in bushel baskets.

The fish pump is operated from a 4-speed power take-off on the forward end of the propulsion engine. The pumping system is arranged so it can be used for bilge service, for supplying water to prime the fish pump, for deck hose and for the sprayer in the separator. Average loading time is 20 bushels per minute.



## New Jersey Waterway Under Federal Operation

Gov. Driscoll announced on August 1 that he had signed a bill clearing the way for the Federal Government to take over operation of the New Jersey intracoastal waterway.

The inland waterway runs from Key West, Fla. to Manasquan, N. J., and the only portion not presently under Federal operation is in New Jersey. It is contemplated that the Government next year will increase the depth of the waterway from the present 3 or 4' to 12'.

The bill provides for cooperation by New Jersey with the Government in the construction, improvement, operation and maintenance of the waterway and for the transfer to the Government of the Manasquan-Bay Head Canal and the property required for improvement of the entire waterway.

The bill was sponsored by Sen. Frank S. Farley, Atlantic County; W. Steelman Mathis, Ocean County; J. Stanley Herbert, Monmouth County; and Anthony J. Cafiero, Cape May County.

### Record Bluefish Landed

One of the largest bluefish ever caught on Long Beach Island was landed at Barnegat Light on July 29. Weighing 14 lbs., 12 oz., the big blue was caught by Richard B. Rothchild of Upper Darby, Pa. while fishing from Capt. Barney Palombo's boat *Dirks II*.

Capt. Richard Johnson in the *Four Sisters* of the Beach Haven Yacht Club came in on July 28 with two marlin catches, averaging 65 lbs. each. John Fuller in the *Sea Breeze* from Howe Bros. Yacht Basin landed two 60-lb. white marlin recently. Capt. Harold Parker in the *ABC* landed an 84-lb. marlin and Capt. Rudy Steinhäuser in the *Blackjack* brought in a 51-lb. white marlin.

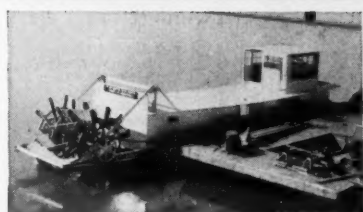
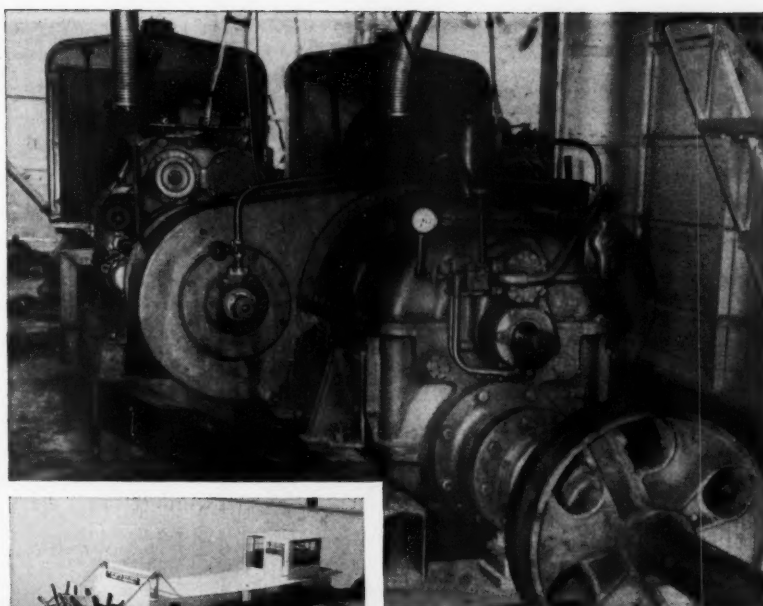
### Signs New Clamming Bill

Gov. Driscoll recently signed a bill sponsored by Senator Anthony J. Cafiero regulating the sea clamming industry. The measure provides for licenses, imposes penalties and supplements Title 50 of the Revised Statutes.

### O-K Fishermen's Assoc.

The O-K Fishermen's Association of Wildwood, which was founded in 1932, has 35 members at present. Each commercial fisherman owns his own boat, but the catches are sold by the Association, which also operates its own member-owned dock.

G. A. Peterson is president; Fred Carlson, vice-president; Carl Ekstrom, who has held office since 1937, is secretary-treasurer and general manager.



Hydraulic couplings balance the two engines and dampen out vibrations in the Bryce-M, now in service on the White River at Newport, Ark.

## Twin Engines + Twin Disc = SMOOTH SAILING

One of the most unusual boats launched last year is the 68' all-steel, stern wheel "Bryce-M," built, owned and operated by the Mobley Construction Company, Inc., Dardanelle, Arkansas.

Two high-speed Diesels drive into a Twin Disc Model MEC-301 Multiple Engine Hydraulic Unit.

"The Bryce-M has proved to be the smoothest and most dependable propulsion unit we have had the pleasure of operating and owning," says President B. Mobley.

For two engines driving one propeller shaft, the Twin Disc MEC-301 offers unparalleled advantages.

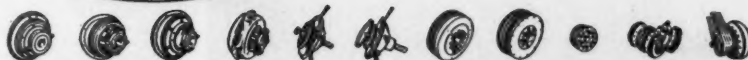
The hydraulic principle simplifies the problem of balancing the load on two engines. Power is smoother because cyclic variations and torsional vibrations are dampened.

Since there is no mechanical connection between the engines and the load, the hydraulic drive insures longer wear-life of both driving and driven equipment.

If your boat requires two engines, write today for information about the Twin Disc MEC-301 Multiple Engine Hydraulic Drive for the "smoothest and most dependable propulsion" you've ever experienced.



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TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

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Month after month, thousands of pounds of EDERER NETTING is tagged for ports along the Atlantic, Southern Waters, and the Gulf Coast. The fact that each year sees more and more EDERER quality netting in these areas, is conclusive evidence that EDERER NETTING is tops for ocean or inland water fishing. To be sure of uniformity and strong netting—ASK FOR EDERER QUALITY WHEN YOU BUY...

SARDINE SEINES AND WEIR NETTING  
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COTTON, LINEN OR NYLON GILL NETTING  
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TWINE  
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**EDERER INC.**  
UNITY & ELIZABETH STS.  
PHILADELPHIA, PA.  
BALTIMORE - MIAMI

# Fish Landings

## For Month of July

Hailing fares. Figure after name indicates number of trips.

### BOSTON

Acme (7)	98,600	Maris Stella (3)	250,600
Addie May (7)	98,200	Marjorie (4)	81,900
Adventure (3)	277,300	Marjorie Parker (2)	78,900
Agatha & Patricia (3)	174,200	Marsala (4)	132,100
Alphonso (6)	73,900	Mary & Jennie (7)	101,400
Angie & Florence (3)	79,400	M. C. Ballard (3)	233,400
Annie & Josie (6)	80,900	Michael G. (4)	48,400
Arlington (3)	375,300	Michigan (3)	309,100
Assertive (1)	73,000	Nancy B. (4)	99,500
Atlantic (3)	217,900	Neptune (3)	217,500
Ave Maria (8)	200,300	Nova Antonio (2)	19,600
Barbara C. Angell (3)	196,000	Nyanza (1)	12,500
Bay (2)	149,900	Ohio (2)	170,400
Bonnie (2)	230,900	Olympia (4)	114,900
Brighton (3)	176,500	Olympia La Rosa (4)	248,600
Calm (2)	237,000	Pam Ann (3)	195,500
Cambridge (3)	222,300	Patty & Jean (1)	5,000
Carmela Maria (4)	78,200	Phantom (3)	382,900
Catherine B. (7)	143,400	Pioneer (6)	80,500
Clipper (3)	176,500	Plymouth (3)	296,100
Crest (2)	307,000	Plymouth Belle (1)	9,900
Curlew (7)	71,100	Princess (6)	106,700
Diana C. (2)	30,800	Quincy (3)	256,200
Drift (3)	254,100	Racer (2)	198,600
Eddie & Lulu M. (7)	47,200	Red Jacket (1)	184,800
Elizabeth B. (3)	268,500	Robert & Edwin (6)	57,700
Esther M. (2)	123,500	Roma (6)	82,400
Estrela (2)	104,900	Rosalie D. Morse (3)	222,300
Eva M. Martin (4)	47,700	Rosa R. (2)	1,300
Famiglia (4)	109,400	Rosie (6)	74,600
Flow (3)	224,200	Rush (3)	211,800
Flying Cloud (3)	271,700	Sacred Heart (7)	74,100
4-G-370 (1)	4,200	St. Anna (4)	21,300
4-H-823 (3)	14,800	St. Francis (7)	89,800
Francesca (2)	15,200	St. John (1)	5,200
Geraldine & Phyllis (2)	120,700	St. Peter (1)	55,700
Hornet (6)	58,500	St. Peter II (2)	181,100
Iva M. (3)	80,600	St. Rosalie (1)	50,400
J. B. Junior (2)	241,000	Salvator (1)	3,500
J. B. Junior II (7)	86,000	San Antonio (2)	11,600
Joe D'Ambrosio (7)	69,700	San Calogero (6)	108,300
Josephine (6)	36,000	Santa Rita (7)	35,600
Josephine F. (3)	18,900	Santa Rosalia (4)	17,700
Josephine P. II (3)	63,600	Santina D. (2)	39,700
Josie M. (5)	107,600	Savola (6)	35,000
Leonarda (5)	52,000	Sea Fox (2)	23,600
Leonard & Nancy (3)	101,600	Six Bros. II (2)	3,500
Little Joe (2)	9,300	Surge (3)	353,300
Little Nancy (4)	161,400	Texas (3)	256,100
Lorine III (1)	41,300	Thomas Whalen (3)	306,800
Louise (3)	203,500	Triton (3)	255,900
Lucky Star (2)	90,600	Two Pals (7)	80,200
Lynn (4)	392,900	Virginia (2)	132,000
Mabel Mae (3)	144,200	Wave (2)	276,600
Magellan (1)	60,500	Weymouth (3)	247,800
Maine (2)	250,500	Wm. J. O'Brien (3)	316,600
Margaret Marie (7)	85,500	Winchester (3)	272,600
Maria Del S (7)	82,400	Winthrop (3)	251,100
Maria Giuseppe (3)	8,300	Wisconsin (3)	241,700
Marietta & Mary (3)	88,100	Yankee (2)	39,100

### Swordfish Landings (No. of Fish)

Christine & Dan (1)	37	Evelyn G. Sears (2)	103
Doris F. Amaro (1)	54	Jorgina Silveira (1)	81
Eugenia J. (1)	14	Lady of Good Voyage (1)	68
Evelina M. Goulart (1)	85	Rosemarie V. (1)	38

### PORTLAND

Agnes & Elizabeth (2)	158,100	Lawrence Scola (2)	72,000
Alice M. Doughty (3)	144,100	Lawson (2)	117,000
Althea (3)	99,400	Lilo (5)	91,400
Andarte (2)	167,800	Lucy Scola (3)	131,700
Annie Louise (9)	135,200	Manchinch (2)	107,100
Araho (1)	70,000	Mary & Helen (9)	203,900
Belle Isle (4)	259,600	Nora Sawyer (9)	334,000
Bernie & Bessie (1)	3,700	Notre Dame (2)	86,000
Bobby & Jack (1)	140,000	Ocean Clipper (2)	123,000
Carol Ann (1)	150,000	Ocean Wave (1)	68,300
Caroline & Mary (1)	129,200	Onward III (2)	44,200
Carolyn & Friscilla (3)	159,800	Powhatan (2)	108,200
Catherine Amiraull (1)	152,000	Queen of Peace (2)	50,000
Cavaller (1)	34,100	Resolute (2)	133,000
Cecil W. (3)	178,400	Richard J. Nunan (3)	158,600
Challenger (9)	140,500	St. Michale (13)	307,000
Chance (2)	251,000	Sea King (3)	148,300
Cherokee (2)	191,100	Sea Rambler (2)	137,300
Courier (2)	165,000	Silver Bay (1)	170,000
Crescent (15)	613,000	Theresa R. (2)	232,600
Cynthia (18)	330,700	Thomas D. (2)	262,600
Dracula (1)	2,700	Vagabond (4)	183,500
Elinor & Jean (3)	119,600	Vandal (4)	362,500
Ethelina (3)	247,400	Vida E. (18)	384,400
Evzone (4)	193,200	Voyager (2)	105,400
Frederick H. (1)	45,000	Whitstone (1)	60,400
Gudrun (1)	250,000	Willard Daggett (13)	395,000
Hazel B. (2)	193,000		

## NEW YORK

Blackhawk (2)	26,000	Felicia (2)	93,000
Claram (1)	7,500		

### Scallop Landings (Gallons)

Antonina (1)	550	New Dawn (1)	800
Ballantrae (3)	2,400	Norland (1)	450
Beatrice & Ida (2)	2,200	Norseman (2)	2,000
Benjamin Bros. II (2)	2,200	North Star (1)	900
Bright Moon (3)	2,625	Olive M. Williams (3)	3,300
Buzz & Billy (1)	1,000	Peerless (3)	1,700
Catherine C. (1)	1,000	Phyllis J. (3)	3,200
Charlotte (2)	795	Quest (2)	1,600
Falcon (2)	750	Rainbow (1)	900
Florence B. (2)	2,200	Rambler (1)	900
Friendship (2)	2,000	Reid (2)	2,200
Gambler (1)	900	Richard Lance (2)	1,450
Gloria F. (3)	3,000	Rita (1)	925
Gud Kay (2)	1,500	Rockaway Belle (2)	1,550
Hazel S. (3)	1,900	Rosalie F. (1)	1,000
Julia K. (1)	600	S #31 (2)	2,000
Major J. Casey (1)	1,100	St. Rita (1)	800
Malvina B. (2)	2,000	Sea Gull (2)	1,000
Mary (1)	800	Serina II (3)	2,800
Mary Ellen (2)	1,200	Sunapee (2)	2,000
Mary K. (1)	200	The Queen (2)	2,000
Midway (2)	1,350	Venture (2)	1,400
Myrna Loy (2)	1,300	Victoria (3)	2,475
Nelfred (1)	750	Whaling City (3)	3,300

### Swordfish Landings (No. of Fish)

Blackhawk (2)	2
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## GLOUCESTER

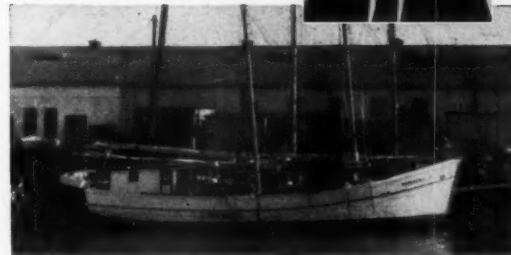
Alvin T. Fuller (2)	145,500	Lassgehn (5)	53,500
American Eagle (2)	117,500	Little Flower (6)	162,000
Anna Guarino (6)	82,000	Lou Sam (5)	36,500
Annie (5)	70,000	Madame X (4)	48,000
Annie II (7)	46,000	Madonna (1)	5,000
Ann & Marie (6)	77,000	Magellan (1)	71,000
Ariel (4)	31,000	Malolo (3)	225,000
Arthur D. (3)	16,500	Manuel F. Roderick (2)	230,000
Ave Maria (1)	13,000	Margie (1)	15,000
Baby Rose (1)	125,500	Margie L. (3)	35,000
Barbara C. (5)	67,000	Margie R. (1)	10,000
Benjamin C. (1)	2,000	Margie & Roy (8)	14,000
Bernie & Bessie (1)	15,000	Maria Immaculata (6)	93,000
B. Estelle Burke (2)	160,500	Marie & Winifred (2)	79,500
Bethulia (1)	40,000	Marion & Alice (1)	130,000
Bobby & Jack (2)	157,000	Mary (6)	70,500
Bonaventure (1)	140,000	Mary F. Curtis (1)	140,000
By-Cracky (1)	8,000	Mary Jane (2)	255,000
California (2)	87,500	Mary & Josephine (2)	380,000
Capt. Drum (2)	6,000	Mary W. (1)	45,000
Cara Cara (2)	300,000	Melena II (5)	77,000
Carlo & Vince (6)	231,000	Nancy F. (4)	99,000
Carol Ann (1)	160,000	Natale III (2)	154,000
Caspian (1)	64,000	Noah A. (3)	23,000
Catherine (2)	20,000	Novelty (6)	69,000
Cavalier (2)	85,000	Nyoda (5)	82,000
Charlotte M. (2)	230,000	Olivia Brown (2)	147,000
Chebeague (6)	150,000	Paul Howard (2)	291,000
Cigar Joe (7)	238,000	Phyllis & Mary (2)	84,500
Columbia (2)	355,000	Pilgrim (1)	170,000
Conquest (1)	144,000	Pollyanna (1)	125,000
Curlew (2)	345,000	Positive (2)	295,000
Dale (2)	15,000	Providenza (3)	6,500
Dartmouth (1)	115,000	Puritan (2)	215,000
Dawn (8)	77,500	Raymonde (2)	221,000
Dolphin (3)	373,000	R. Eugene Ashley (1)	49,000
Doris H. (2)	29,000	Rita B. (2)	143,000
Eastern Point (11)	259,000	Romerly (4)	13,000
Eleanor (1)	26,000	Ronald & Mary Jane (1)	170,000
Eleanor Mae (4)	37,000	Rose & Lucy (5)	130,000
Emily Brown (2)	315,000	Rosemarie (1)	6,000
Eva II (7)	76,000	Rosie & Gracie (2)	17,000
Evelyn A. (1)	8,000	Sacred Heart (6)	80,000
Falcon (6)	110,000	St. Anthony (1)	145,500
Felicia (2)	430,000	St. John (6)	54,000
Florence & Lee (2)	410,000	St. Joseph (3)	159,500
Frances R. (6)	154,000	St. Nicholas (1)	165,000
Francis McPherson (1)	160,000	St. Peter (1)	54,000
Frankie & Jeanne (2)	5,500	St. Providenza (6)	99,000
Frankie & Rose (3)	30,000	Salvatore & Grace (3)	129,000
Frederick H. (1)	25,000	Santa Lucia (5)	69,000
Gertrude E. (8)	62,500	Santa Maria (1)	3,000
Golden Eagle (1)	140,000	Sea Hawk (3)	186,000
Gudrun (1)	160,500	Sea Queen (3)	173,000
Hilda Garston (1)	160,000	Sebastiana C. (3)	138,000
Holy Family (1)	140,000	Serafina (1)	25,000
Ida & Joseph (3)	189,500	Serafina II (1)	34,000
Irma Virginia (4)	80,000	Serafina N. (7)	138,000
Isabelle J. II (1)	6,000	Skillogolee (3)	155,000
Jackie B. (1)	48,000	Sol (1)	65,000
Jackson & Arthur (6)	86,000	Sunlight (1)	180,000
J. B. Junior (2)	45,000	Superior (2)	220,000
Jennie & Julia (2)	64,000	Sylvester F. Whalen (2)	320,000
Jennie & Lucia (1)	62,000	The Albatross (1)	155,000
Johnny Baby (5)	48,000	Theresa M. Boudreau (2)	335,000
Joseph S. Mattos (1)	100,000	Thomas J. Carroll (1)	98,000
Joseph & Lucia (1)	153,000	Trimembral (7)	68,500
Josie II (6)	100,000	Uncle Guy (1)	42,000
Julie Ann (1)	190,000	Viola D. (4)	102,000
Killarney (1)	130,000	We Three (6)	85,000
Kingfisher (1)	215,000	Wild Duck (2)	308,000
Kurt (1)	2,000	Win Story (2)	32,000

### Scallop Landings (Gallons)

Anna (1)	500
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## "THE Bendix IS MY UNDERWATER ROAD MAP"

Capt. Guide Zeckine, owner of the "Providence II" of Pensacola, Fla., is a pioneer user of Bendix Depth Recorders. He recently exchanged his original DR-1 unit for the latest 400-fathom model.



One of the Gulf's best snapper fishermen, Capt. Guide Zeckine, owner of the "Providence II" of Pensacola, Fla., declares that the Bendix is the most valuable piece of gear aboard the "Providence II."

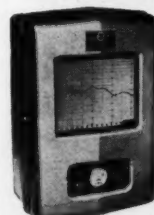
"It has saved me many hours of time by providing an accurate underwater 'road map' to locate the best type of bottom and depth of water in which to find snapper. I wouldn't make a trip without it."

Another Bendix booster, Allen H. Gollott, managing owner of the "Annie Belle" out of Freeport, Texas, reports that his year's catch of red snapper is substantially increased over the previous year due to the use of the Bendix.

Whatever type of fishing you do, the Bendix is the time-tested Recorder that will make your operations more profitable. Get the full story from your dealer today or write the factory.



Because his first Bendix proved so successful, Allen H. Gollott, Freeport, Texas, has installed another aboard his second boat. Pictured is his "Annie Belle."



**Pacific Division**  
Bendix Aviation Corporation  
NORTH HOLLYWOOD, CALIF.

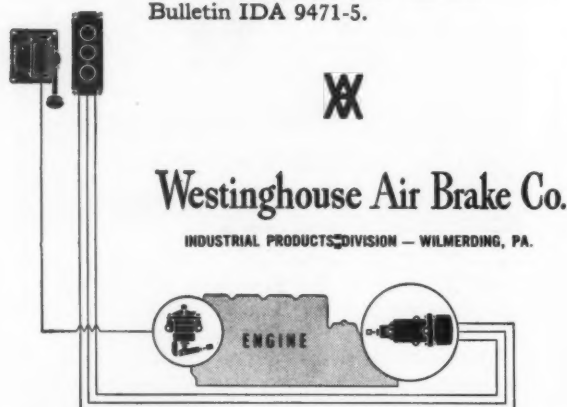
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1000-Watt, 32-Volt \$ 335

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**THE HARRIS COMPANY**

PORTLAND, MAINE

## STONINGTON, CONN.

Alice II (9)	11,000	Lindy (9)	12,200
Amariad (10)	12,200	Marise (14)	26,100
America (13)	27,400	Mary A. (13)	24,600
	*33,900	Mary Ann (14)	23,200
Averio (11)	9,600		*22,800
Bette Ann (15)	25,800	Mary H. (11)	20,300
Betty B. (1)	1,600	New England (11)	22,000
Betty Boop (15)	41,900		*3,800
Carl J. (11)	34,400	Old Mystic (15)	54,500
Carol & Dennis (3)	10,200	Our Gang (14)	29,100
Carolyn & Gary (13)	31,600		*74,400
Connie M. (14)	20,000	Pete L. (2)	400
	*2,000	Portugal (1)	400
Eleanor (10)	11,400	Pvt. Frank Kessler (3)	3,400
Fairweather (18)	55,900	Ranger (1)	2,500
Fatima (11)	3,200	Rara Avis (10)	6,700
Five Sisters (1)	100	Rita (1)	1,200
Harold (13)	23,900	Russell S. (5)	32,600
Irene & Walter (18)	67,600	St. Peter (13)	15,100
Jane Dore (14)	28,300	Vagabond (13)	24,000
	*2,200		*40,800
Kwasind (11)	16,400	William B. (18)	66,200
Laura (14)	6,500	Wm. Chesebrough (11)	32,900

(\* Trash fish)

## NEW BEDFORD

Adventurer (3)	76,800	June Bride (3)	73,000
Alva (1)	2,500	Katie D. (3)	169,800
Angenette (1)	2,100	Kelbarsam (2)	46,200
Anna C. Perry (4)	44,000	Liberty (3)	34,500
Annie Louise (3)	49,500	Little Joe (4)	59,400
Annie M. Jackson (2)	47,000	Madeline (4)	26,800
Arnold (3)	73,200	Magellan (1)	65,000
Arthur L. (3)	99,300	Maria-Julia (4)	44,700
Austin W. (3)	65,000	Mary J. Hayes (3)	137,400
Bernice (2)	13,600	Mary & Joan (2)	86,700
Brother Joe (2)	22,400	Mary M. (1)	18,800
Cape Cod (1)	13,500	Meta & Margaret (1)	39,300
Capt. Deebold (3)	51,300	Minnie V. (2)	23,800
Carl Henry (2)	56,900	Mishaum (1)	2,100
Carol & Dennis (2)	24,700	Molly & Jane (1)	18,900
Catherine T. (2)	101,000	Noreen (2)	68,200
Chas. E. Beckman (5)	77,000	Paolina (3)	128,500
Clinton (4)	50,300	Papoose (1)	11,600
C. R. & M. (5)	124,700	Pauline H. (2)	119,600
Dauntless (2)	28,000	Phyllis J. (5)	44,900
Driftwood (3)	20,400	Plymouth Belle (3)	43,800
Ebenezer (5)	27,800	Princess (3)	65,400
Elva & Estelle (4)	70,500	Pvt. Frank T. Kessler (3)	27,500
Elva L. Beal (2)	30,600	Ranger (1)	18,700
Etta K. (3)	73,100	Reliance (3)	8,400
Eugene & Rose (3)	69,600	Roann (1)	17,100
Eunice-Lilian (2)	52,700	St. Ann (3)	105,800
Felicia (1)	50,900	St. George (4)	9,500
Five Sisters (2)	18,700	Sally & Eileen (2)	69,000
Gannet (2)	110,800	Sandra & Jean (3)	91,400
Gladys & Mary (4)	148,700	Santa Treza (3)	12,000
Gloucester (2)	67,800	Santina (1)	6,000
Growler (3)	112,800	Sea Fox (3)	49,900
Gussie B. (3)	9,900	Solveig J. (3)	127,900
Helen B. (3)	89,400	Stanley E. Butler (2)	102,000
Hope (4)	34,400	Susie O. Carver (4)	57,500
Hope II (1)	21,700	Teresa & Jean (4)	285,200
Huntington Sanford (1)	21,400	Three Pals (1)	10,100
Invader (2)	40,400	Two Brothers (NBD) (5)	54,300
Irene (2)	29,000	Two Brothers (N. J.) (1)	23,300
Irene & May (1)	29,500	Two Brothers (R. I.) (1)	2,000
Irma Pauline (1)	27,800	Venture (1)	15,600
Ivanhoe (1)	29,500	Venture 1st. (2)	79,600
Jacintha (1)	56,000	Victoria (2)	13,000
Janet Elise (3)	13,700	Victor Johnson (3)	78,400
Jessie M. Dutra (1)	5,300	Vilking (6)	138,900
J. Henry Smith (1)	2,800	Vilking (Chilmark) (1)	2,800
Jimmy Boy (4)	45,600	Virginia (1)	44,900
Joan & Tom (5)	64,500	Whaler (2)	91,000
Joan & Ursula (3)	81,000	Yankee (2)	19,300
John G. Murley (3)	164,200		

## Scallop Landings (Gallons)

Abram H. (2)	2,200	Kingfisher (2)	2,200
Adele K. (2)	2,270	Lainee K. (2)	1,400
Agda (3)	3,325	Liboria C. (3)	2,933
Alice J. Hathaway (2)	1,065	Linus S. Eldridge (2)	2,200
Alpar (2)	2,200	Louis A. Thebaud (2)	2,200
Amelia (2)	2,200	Lubenray (3)	3,325
Antonina (2)	1,950	Major J. Casey (1)	1,150
Antonio (2)	1,500	Malene & Marie (3)	3,325
Barbara (2)	2,025	Malice (1)	1,100
Barbara M. (2)	2,000	Malvina B. (1)	1,000
Bobby & Harvey (2)	1,425	Marie & Katherine (2)	1,650
Bright Star (2)	2,200	Marmax (1)	1,000
Camden (2)	2,000	Martha E. Murley (2)	2,150
Carol & Estelle (2)	2,050	Mary Anne (3)	3,355
Catherine & Mary (3)	3,000	Mary Canas (2)	1,200
Charles S. Ashley (2)	2,200	Mary E. D'Eon (1)	1,100
Christina J. (1)	900	Mary J. Landry (2)	2,200
Dagney (3)	3,025	Mary R. Mullins (2)	2,200
Doris Gertrude (2)	2,200	Mary Tapper (2)	1,800
Dorothy & Mary (2)	2,200	Moonlight (2)	2,200
Edith (2)	600	Muriel & Russell (1)	853
Elizabeth N. (3)	3,325	Newfoundland (3)	2,500
Fairhaven (3)	3,325	Palestine (2)	2,235
Flamingo (3)	3,355	Pearl Harbor (2)	2,200
Fleetwing (3)	3,325	Pelican (2)	2,200
Francis J. Manta (2)	2,100	Porpoise (1)	1,100
Friendship (2)	1,700	Red Start (2)	2,200
Irene & Mabel (1)	850	Sea Hawk (2)	2,000
Janet & Jean (2)	2,200	Sea Ranger (2)	2,200
Jerry & Jimmy (1)	1,100	Shannon (2)	2,100
Josephine & Mary (2)	2,200	Smilyn (2)	2,200

## Connecticut Fleet Resumes Trash Fish Operations

Trash fishing resumed on a limited "on order" basis at Longo's Dock in Stonington the last week in July. An increase in fish meal prices was reported to be the direct cause of the resumption of trash fish buying, which caused a rise in hopes that full-time trash buying will start shortly. Seven boats brought in 179,900 lbs. for the Flag Fish Co. of New York and other buyers from July 23 through July 31.

Trash fish buying stopped abruptly in Stonington at the end of April. Since then a mink farm has been the only purchaser of the trash species. Prices have been reported at 75c per 100 lbs.

### Scup Predominates in July

Scup predominated in the daily landings at Stonington during July, exceeding flounders for the first time on July 16 when hauls of 42,400 lbs. were recorded, against 34,400 lbs. of blackbacks.

Capt. Carl Johnson brought his *Russell S* in with 15,000 lbs. of scup July 18 for the highest individual landing of the month. Highliner for July was Capt. Walter Schroeter's *Irene & Walter* with totals of 67,600 lbs.

### First Tuna

The *Irene & Walter* brought in the first large tuna of the season July 20. A 600-pound fish netted off Watch Hill was landed at the Bindloss Dock and dressed down for Fulton Market.

The first tuna landed at Stonington brought 25c a pound. As the season advanced and the fish became more plentiful, the price dropped to about 15c a pound.

A lamprey eel, rare in local saltwater history, was found attached to an 11' mackerel shark harpooned by Capt. Manuel Maderia from the *Bette Ann* July 21.

### "Theresa" Being Repaired After Fire

The *Theresa*, ravaged last month by a fire at sea, is being repaired at the Stonington Boat Works. Capt. Chick Krawiec is having the engine room and pilot house rebuilt and will install new electronics equipment.

Capt. James Lawrence's *Mandalay* of New London has been on the ways at Post's Boatyard, Mystic, for repainting. The *Catherine*, out of Noank, has been at the Mystic Marine Railway for overhaul.

### Stonington Landings Show Increase in June

Landings of seafood at Stonington totalled 905,700 lbs. during June, and showed a gain of more than 25% over the catch in the same month of last year. Blackback flounder was the principal variety landed, the catch of this species totalling 555,300 lbs., and accounting for over half of the entire yield of all varieties. The blackback haul was approximately 100,000 lbs. more than the amount landed in June, 1949.

Landings of fish and shellfish at Stonington for the first six months of 1950 were 6,856,000 lbs., up from 6,291,800 lbs. in the same period of last year.

### Oyster Setting Begins

Setting of oysters, which began on July 22, continues and is becoming more general and somewhat heavier. Examination of the collectors of the Milford Fish & Wildlife Service Laboratory the latter part of July revealed that the set, in general, was of approximately equal intensity in all three large sections, i.e., Milford, New Haven and Bridgeport.

The Friars (2)	2,025	Virginia & Joan (2)	2,000
Theresa A. (3)	2,525	Wm. D. Eldridge (2)	2,200
Ursula M. Norton (3)	3,325	Wm. H. Killigrew (3)	3,300

### Swordfish Landings (No. of Fish)

Anastasia E. (1)	33	Jessie Dutra (2)	8
Bozo (1)	14	Rose Jarvis (4)	43
Carol & Dennis (1)	1	Sonny & Joyce (2)	14
Clara T. (2)	12	Two Bros. (Conn.) (1)	20
Idlewild II (2)	7	Winifred M. (1)	40
Jennie M. (4)	37		

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## Canadian Report

By C. A. Dixon

June landings in the sea-fisheries of Canada (not including Newfoundland) amounted to 128,131,000 lbs., with a landed value of \$7,985,000. These figures are higher by 6.9 and 26.5% respectively than those for the same month of last year.

On the Atlantic coast the totals for June—109,810,000 lbs. and \$4,890,000—were 1.3 and 6.6% higher than those for June, 1949. For the first six months the catch was 6.4% greater in volume and 17.8% higher in value than during the same period of last year. There has been a decline in the cod fishery, counteracted by big increases in landings and prices of other major species—particularly lobsters and halibut.

In general the disposition of the catch followed the trends established last year, with rather more emphasis on the production of frozen fillets of groundfish and flatfish.

Larger landings of the more valuable species such as blue pickerel, whitefish and lake trout were reported in June in the Ontario fisheries. Because of this the total value at the half-year was higher (\$1,657,464—\$1,645,459) even though the catch itself was smaller (8,925,000 lbs.—10,748,000 lbs.) than in the corresponding period of 1949.

During the first five months of this year the value of exports of fish and fish products—\$39.3 millions—was 4.7% higher than the total for the like period of 1949.

### Sardine Packers Busy

The month of July was one of the busiest ever experienced in the Canadian sardine packing industry. The rapidity with which the sardines were packed was so intense that can-making machines were put to a supreme test, and at times the factories were without cans as a result of the demand. This condition was brought about because of the size of the fish caught, which kept at a four or five fish-to-a-can rate for weeks at a time. Packers could handle the fish very quickly. As the month of July ended, it was reported that some factories would be operated for a time on a reduced basis—five days a week, instead of six, due to scarcity of cans. Factories being operated at capacity in recent weeks, include those of B. H. Wilson Fisheries (Canadian) Ltd., at Grand Manan, N. B., the Seal Cove Canning Co., Grand Manan, the plants of Connors Bros. Ltd., of Black's Harbor and Back Bay, and the H. W. Welch, Ltd., factories at Fairhaven and Wilson's Beach.

### Herring Plentiful

So plentiful have been the schools of herring swarming along the Bay of Fundy coast on the New Brunswick side, and also along the Maine coast, fishermen have been forced to sell a considerable portion of their catches for fertilizer, and the reduction plants on both sides of the International boundary line swung into capacity production of fish meal and fertilizer.

### Large Number of Pollock

The weirs continue to catch large numbers of pollock, and sales are effected at as low as from 3 to 4 cents each. Literally tens of thousands of the fish have been caught and sold at these figures, but in some cases, such as those obtaining at Grand Manan, fishermen got 7 cents each for their fish, or one cent a pound, although sometimes they received one and a half cents landed at the fish plants. Great quantities of the pollock have been salted down by the dealers. All the fish-buying concerns have stocked up on the low-priced fish, some in order to offset the loss sustained the first of the season when 15 cents each was paid for small pollock which, when hard-dried, would require a great number for a quintal. Sufficient quantities of hard dried fish can be made available to importers in the West Indies and Latin American countries this year, whereas in more recent years, quantities of dried pollock produced in southern New Brunswick were too small to



command much attention by exporters. This year orders can be filled, and the exporting of hard dried fish from Canada will receive quite an impetus.

#### Breakwater Wharves for Grand Manan

At Grand Manan the construction of two large breakwater wharves is progressing—one at North Head and the other at Seal Cove, each of which, when completed, will cost more than \$400,000. The wharves are being built by the Canadian government for the convenience and shelter of fishermen and their boats. The one at the port of North Head will be 625 feet long and, in conjunction with the already existing government breakwater at that place, will form one of the largest fishing docks in New Brunswick. The Seal Cove breakwater will be 460 feet long. Both breakwaters will have plenty of water on the inside—about 15 feet at low tide all the length, and each will have an ell section 200 feet long, which will provide perfect shelter for the fishing fleets. Other government projects include an ice break at Ingalls Head (\$26,000) and a wharf extension at White Head (\$29,000). At Grand Manan Island alone the Federal government is spending close to \$1,000,000 for the protection of the fishing fleet of that island.

#### St. Andrews Bay

A lot of sardines were reported as being in the weirs at St. Andrews the last of July. There were good individual catches of fish of suitable size for canning, and it may be that St. Andrews Bay will furnish supplies for the factories for some time to come. Fishermen were encouraged to hear reports that the price for sardine herring may be stabilized at around \$15 a hoghead.

### Making Boats Serviceable

(Continued from page 20)

ice because the engine may fail at the time when a bilge pump is needed most.

Many of the newer power boats do not step a mast, which I feel to be a mistake, for while the mast may not be regularly used, it is still a fine thing in case of engine failure and the desire to fly some sort of distress signals.

One boat which we worked on a while ago employed a grooved wheel rather than the customary rudder quadrant with the result that there were no slack points at certain positions of helm in the steering cables.

Some time ago when fitting out our self-propelled yard lighter *M. City* we desired a window in the pilot house that would open and be tight when closed. Not wanting to go to the trouble of fitting drop sash or other expensive window opening arrangements, we decided to fit the middle window so that the sash would lift out entirely. We solved the problem of where to stow the sash when the window was open by placing the loose sash directly behind one of the fixed closed windows. This did not impair visibility and kept the sash in a place where it is as little apt to be broken as in any place aboard the vessel.

A fairly common practice in large yachts of sea-going type that may well be copied in commercial boats is that of fitting a grating in the cabin sole just forward of the companionway steps so that a man coming below in heavy weather can allow his wet clothes to drip in the bilge before messing up the rest of the cabin or fo'c's'le.

Do you have trouble with gasoline thieves? If so, why not fit a long tongued bronze hasp either by brazing or riveting to your gasoline deck plate with the staple of the hasp screwed or bolted to the deck. You will have a double purpose rig, since thieves will be thwarted and you will have a handle for opening the deck plate.

In a real small commercial boat it is foolish to take up a lot of room with racks for dishes, pots and pans when it is possible to purchase a compact camper's cooking utensil and dish set. Such an outfit provides a large assortment of pots, pans, dishes and cups placed within one pail or large pot, thereby saving a lot of room and bother. Also I think a built-in ice box in a small party boat or other such boat is unwise, since a small box lashed on deck with the drain down a scupper will serve well. Simplifying the design and arrangement of small boats as much as possible will save a lot of headaches.

## Commercial Fishing Boats

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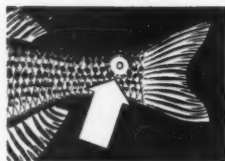


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• Of special interest to Commercial Fishermen are the following offers:

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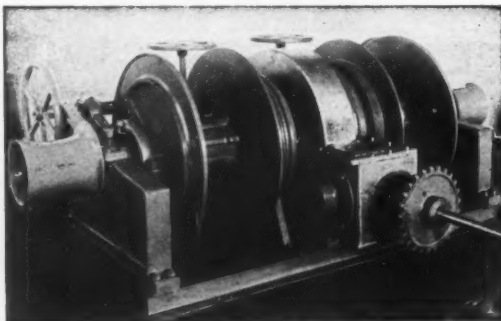
• 1st prize—Ship-to-Shore RAYTHEON Radio Telephone for the most points scored for untagged fish tagged and released uninjured, also for tagged fish caught and returned uninjured with tag in place and data as to place of catch, etc., reported, and for each set of tags returned with data.

### • **OTHER PRIZES**

• Second and third prizes will also be awarded, in cash. All commercial fishermen are cordially invited to cooperate in this fact-finding program and to send for complete information and a supply of tags. Please address:

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## **Gloucester Seiners Get Aid of Planes in Mackerel Search**

The first mackerel school searching air flight in a U. S. Coast Guard plane took place July 27 when John A. "Bunny" Muise, agent in charge of the Atlantic Fishermen's Union fish selling room at Gloucester, and Leo E. Lufkin, buyer for Davis Bros. Fisheries, were civilian observers aboard a Coast Guard PBY rescue plane out of Winter Island aviation station, Salem.

The PBY covered a total area of 350 miles including sections such as Chatham, Middle Bank and Mt. Desert Rock. They were unable to spot large schools, though they were flying mostly at an altitude of somewhat over 500', according to the observers. Another observation trip was to be made early in August.

### **Two Draggers Sink**

The 115' fishing dragger *Newbay* sprung a leak in heavy seas early last month 14 miles southeast from Cranberry Island, off Cape Canso, N. S., and sank in 65 fathoms of water. All ten of the crew including the skipper were able to escape from the foundering vessel and rowed some 50 yards to the Rockland, Me. fishing dragger *Eagle*.

The *Newbay* was acquired some three years ago by Capt. Joaquim Gasper of Gloucester, Charles Travers and Capt. Manuel Pinho, her skipper.

The dragger *Arthur D.*, owned by Capt. Paul Scola, sank in about 35 to 40 fathoms of water south, southwest of Thacher's Buoy on July 31, after the engine room had become flooded. Capt. Scola and his brother, Sam, who comprise the crew, abandoned ship and rowed for more than two hours before they were sighted by the whiting dragger *No More*, skippered by John Leveille.

### **Production Back to Normal**

Gloucester was back to normal along the waterfront the middle of last month insofar as volume of fresh fish landed was concerned. On July 17 close to 1,500,000 lbs. of redfish, mackerel and whiting was landed, with whiting accounting for nearly half a million pounds.

During the week of July 17 Gloucester went over the 5,000,000-pound mark, and had the best week's landings of the year up to that date.

### **New Boats Commissioned**

Craft documented at the U. S. Customs Office in Gloucester last month included the *Ardyce* of Newburyport, owned by Fred H. Hudson, and the *Falcon III* of Ipswich, owned by Philip E. Fessenden. Both craft are 42-footers and are to be used in the fishing business. Capt. Willis Leveille of Gloucester had a small fishing boat, the *White Owl*, documented last month.

### **Marketing Strained Codfish for Babies**

At the weekly luncheon-meeting of the Rotary Club of Gloucester on July 31, Stanley Hurley, director of quality control for Gorton-Pew Fisheries Co., announced the marketing of a new product, called "Gorton's Strained Codfish for Babies." He gave a description of the process of preparing the product.

### **To Handle Submarine Signal Products**

The Submarine Signal Division of the Raytheon Manufacturing Co., Waltham, Mass., has announced the appointment of the Marine Service Co., 2 Chestnut St., Gloucester, as a sales and service dealer.

### **Long-Stringing for Halibut**

The *Babe Sears*, after a considerable number of years as a dragger, left on July 19 to engage in long-stringing for halibut on Grand Bank. Her skipper is Capt. Russell Grinnell who bought her from Capt. Loren Sears.

### **Tuna Fishermen Have Big Day**

Five tons of tuna were landed at Cape Ann wharves on July 17 by sports and commercial fishermen. The fleet of boats seeking tuna fish in Ipswich Bay is bigger than ever this year.

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### Fishermen's Memorial Service

The annual Fishermen's Memorial Service was held Sunday, July 30, beginning with a street procession which left Fishermen's Institute and proceeded through Main Street and Western Avenue, stopping at the Fishermen's Monument to deposit wreaths and continuing on to Blyman Bridge, where services were held.

#### Thomas J. Grace

Thomas J. Grace, 70, vice-president and director of Gorton-Pew Fisheries Co., Ltd., with which he had been connected since 1919, died in Halifax, N. S. on July 12. Mr. Grace was widely known in the fishing industry, and was named as a director of the Gorton-Pew concern in 1934 and vice-president in 1937.

#### Engine Service at Manchester Railway

Manchester Marine Railway & Construction Co., Manchester, Mass., managed by Gordon Abbott, has been appointed service dealer for Detroit Diesel Engine Division of General Motors Corp.

## Massachusetts Lobster Shortage Laid To Lack of Law Enforcement

Lack of law enforcement is one of the major reasons for the present shortage of lobsters throughout the State, according to John T. Hughes, culturist at the State Lobster Hatchery, Oak Bluffs, Martha's Vineyard.

At work on a State lobster project at Oak Bluffs, Mr. Hughes said the present crisis could be traced back 25 years ago when fishermen were bringing in small lobsters and egg lobsters.

Mr. Hughes said the situation could be improved if more patrol boats and wardens were assigned to enforce the law.

Fifty thousand lobsters were released in the South Shore area during July. Grown at the new lobster hatchery on Martha's Vineyard, they were released as part of a cooperative program under which lobstermen's associations provide the seed lobsters.

#### Six Months' Production

During the first half of 1950, a total of 80,968,300 lbs. of fresh fish was landed at the Boston Fish Pier and sold through the New England Fish Exchange. There were 2,079 arrivals. In the corresponding time of 1949, there were 2,444 arrivals and catches totalling 97,819,000 lbs.

The fishermen have benefited in one way by the shortage, the average price for the six months being 8.38c per pound, against 6.90c a year ago.

#### Exhibit at Home Economics Convention

The Fish & Wildlife Service had an exhibit of fresh, frozen, and canned fishery products at the American Home Economics Association Convention in Boston the second week in July. Among the items shown were cod, haddock, rosefish, mackerel, flounder, salmon, shrimp, lobster, crab, oysters, and clams.



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## Vineyard Bailings

By J. C. Allen

The month of July hauled astern with no particularly startling changes in the general luck in these bearings. Summed up in brief, otter-trawling has been average, with very little variation from the normal for the past few seasons, and no particular change in variety or tonnage.

Hand-lining, which is followed around this neck of ocean but little, has been much the same as it was a year ago, the luck running mostly to scup, which are darned poor stock at best, and a devilish pity, say we, because a couple of men can haul half a ton of 'em in a day, and have done it plenty of times. But it takes propaganda to convince the public that they are fit to eat.

Swordfish struck on fairly early, and an oddity of the season, the first one marketed locally was a two hundred-pound fish, landed by Capt'n John Gray of Boston, in the *I'm Alone*, which name is highly descriptive, as the skipper runs her single-handed. Since that time, numerous good trips have been landed by local vessels, although fog has raised the devil with the gang for days on end.

There has been some little pick-up in lobstering well offshore, where a man has to set his gear by compass because no land ranges are visible. It's a rugged life, setting pots there, and a gilt-edged miracle that some of the gang haven't stayed out there permanently at times.

### Something to Rejoice Over

But if the run of luck for the month has been commonplace, there are things to talk about that should interest every man who goes down to the sea in the wheel-houses of dragners or the cockpits of lobster launches. Something is happening, if local indications can be believed, or mean anything, and this something, if it is what it appears to be, is bound to have its effect on every last man afloat. Briefly, there is evidence and plenty of it, that the pendulum of luck is swinging, that a new cycle affecting several species of fish is beginning, and that most of the notions regarding exhausting the fisheries will have to be more or less revised.

It sounds like a crazy and cockeyed idea, and well we know it. What science may say or think, is a question, and even what the fishermen think is something of a puzzle, because it has all happened so fast, and it is too soon to draw any conclusions. But the ocean is chock-full of small food-fish! And when we say chock-full, we mean just that.

The bottom is covered with small sea-bass, running from six to eight inches in length, with just now and then a larger one, and even less often, a fully developed fish. These little cusses are so thick that it is almost impossible to hand-line for anything, either anchored or drifting, because they are on the hooks all the time.

The mackerel, such as have hit anywhere around here, include a big percentage of fish that are just too small to market. The Summer flukes, believed to have been exterminated a few years ago, literally pave the bottom for areas miles square, but the heft of 'em are not much larger than a banker's mitten.

Bluefish, striking as we write up the log, also run small, and smaller, and there has been a run of hickory shad, which are uncommon here, also going about the size of an alewife.

Even the lobsters are all mixed up with a bunch of the smallest "shorts" ever potted; little, green and orange cusses weighing a few ounces perhaps, and snappy as the devil.

Now something has happened or is happening. For years the otter-trawler has been accused of tearing the bottom to pieces, and thereby destroying spawning ground and the feed of the tiny fry. All hands have believed it, even the otter-trawlers themselves. They have looked, like

others, for the eventual death of the industry, inshore at least, and with it, every other branch.

But this phenomenon would seem to indicate one of two things. Either there is spawning ground that has not been damaged, and where the fry can develop to the migratory stage, or nature's ability to balance the admitted destructiveness of the otter-trawl has been underrated.

Because this is exactly what used to happen years ago when the so-called cycles of fish were not interrupted by any sort of fishing practices. The small fish struck, and struck again, increasing in size as time passed until they were marketable. The run held, sometimes for years, then faded out until some varieties of fish were scarce or even disappeared. Yet such had been the experiences of the old fishermen that all hands expected them to reappear eventually. History is repeating itself here, in an area many miles long. How much it may signify, no one can tell as yet, but certainly it is something to rejoice over. We are not sticking our neck out—yet, but we are beginning to get ready to do it; and to eat plenty of crow, too, if we find that our older opinions were wrong.

## PROVINCETOWN

### Whiting Boats Resume Operations

Lifting of the "whiting ban" last month allowed the Provincetown draggers which usually fish for whiting during the Summer to make a late start at this type of fish. The ban, in existence over three weeks, tied up for a time whiting landings in Provincetown, Plymouth, Cape Cod Canal, Boston and Gloucester. All whiting boats are now getting their limit, fishermen observed.

### Addition to Fleet

Provincetown's dragger fleet has another new addition, the 57' *Marjorie M.* She was purchased in Falmouth, where she was in drydock, by the four Perry brothers, Frank J., Joseph, Jr., Stephen and Albert, all of Provincetown.

The *Marjorie M.*, nine years old and originally registered in New York, is to take the place of the 40' dragger *Perry Brothers*, which is expected to be sold.

Skipper of the new boat is the brothers' father, Capt. Joseph Perry, a fisherman out of Provincetown for 40 years. The *Marjorie M.* is capable of icing down 45,000 lbs. of fish.

### Missing Scallop's Punt Found

Solution of what happened to the Wellfleet scallop *No Name* and its sole occupant, Richard Jackson, appeared to be a step nearer on July 20 with the positive identification of a partially broken punt brought into Provincetown Harbor. Identification was made by two Wellfleet fishermen, one of whom had gone fishing with Jackson last Winter.

On the starboard side of the punt was a huge hole extending from the top of the gunwales to the flat bottom, about a foot across, with a smaller hole on the port side, lending credence to the theory which was advanced that the boat had been rammed by a larger ship.

### The Latest in Lobsters

Leon Melix of Sandwich, who has been lobster fishing for years, came up with something new when he pulled his pots on July 8. Mr. Melix thought he had seen about every color and shade of lobster, but the one he caught that day was bright red.

### First Bluefish Reported at Nantucket

To Capt. Nicholas Norton and his power boat the *Mary Anna* goes the first honors of landing a bluefish at Nantucket this season. Capt. Norton, who early last month had a fishing party out, reported a total catch of 40 mackerel and one 2-lb. bluefish.

On the same day, Robert Hardy's boat the *Betty*, with Capt. Elliot Whelden, also hit the mackerel, landing a total of 25. Both boats sail out of Madaket Harbor.

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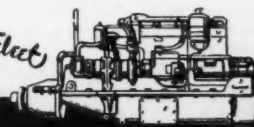


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# Where-to-Buy Directory

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers

## ANCHORS

- \*Danforth Anchors, 2121 Allston Way, Berkeley, Calif.
- The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
- \*Northill Co., Inc., Los Angeles 45, Calif.

## BATTERIES—STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
- \*Surrette Storage Battery Co., Salem, Mass.
- Willard Storage Battery Co., Cleveland, O.

## BOOTS

- \*United States Rubber Co., Rockefeller Center, New York, N. Y.

## CANS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

- J. F. Carter Co., Beverly, Mass.
- Hodgman Rubber Co., Framingham, Mass.
- H. M. Sawyer & Son Co., East Cambridge, Mass.
- \*United States Rubber Co., Rockefeller Center, New York, N. Y.

## CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

## COLD STORAGE

- Seb. Messcher, 3940-46 So. Calumet Ave., Chicago 15, Ill.
- Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

- Marine Compass Co., Pembroke, Mass.
- E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
- \*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.
- \*Wilfrid O. White & Sons, Inc., 90 State St., Boston, Mass.

## CORDAGE

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- \*Columbian Rope Co., Auburn, N. Y.
- \*The Edwin H. Fittler Co., Philadelphia 24, Pa.
- \*New Bedford Cordage Co., 131 Court St., New Bedford, Mass.
- \*Tubbs Cordage Co., San Francisco, Calif.

## DEPTH FINDERS

- \*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
- \*Bludworth Marine, 92 Gold St., New York 7, N. Y.
- \*Kaar Engineering Co., Palo Alto, Calif.
- \*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.
- \*Wilfrid O. White & Sons, Inc., 90 State St., Boston, Mass.

## DIRECTION FINDERS

- \*Bludworth Marine, 92 Gold St., New York 7, N. Y.
- Fisher Research Laboratory, Inc., Palo Alto, Calif.
- \*Kaar Engineering Co., Palo Alto, Calif.
- Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
- \*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ENGINE CONTROLS

- Sperry Products, Inc., Hoboken 1, N. J.
- \*Westinghouse Air Brake Co., Wilmerding, Pa.

## ENGINES—DIESEL

- The Buda Co., Harvey, Ill.
- Caterpillar Tractor Co., Peoria, Ill.
- \*Cleveland Diesel Engine Div., General Motors Corp., 2160 W. 106th St., Cleveland 2, Ohio.
- Cooper-Bessemer Corp., Mount Vernon, O.
- \*Cummins Engine Co., Columbus, Ind.
- \*Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.
- \*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.
- \*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
- \*The Edson Corp., 49 D St., South Boston, Mass.
- \*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
- \*Fairbanks, Morse & Co., Chicago, Ill.
- Flagship Engine Co., Lynch Cover, Baltimore 22, Md.
- Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
- \*The Lathrop Engine Co., Mystic, Conn.
- \*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
- \*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
- \*Nordberg Mfg. Co., Milwaukee, Wis.
- Osco Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.
- The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
- \*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
- \*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
- Red Wing Motor Co., Red Wing, Minn.
- Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
- Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

## ENGINES—GASOLINE

- Chris-Craft, Marine Engine Div., Algonac, Mich.
- Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
- Flagship Engine Co., Lynch Cover, Baltimore 22, Md.
- Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
- \*The Lathrop Engine Co., Mystic, Conn.
- \*Nordberg Mfg. Co., Milwaukee, Wis.
- Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.
- The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
- Red Wing Motor Co., Red Wing, Minn.
- Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## FISHING GEAR

- \*F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.
- \*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FISH MEAL MACHINERY

- Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

## FLOATS

- New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
- J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## FORD MARINE CONVERSIONS

- Osco Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.

## FUEL INJECTION SYSTEMS

- G & K Diesel Service, 12 Atlantic Ave., Boston, Mass.

## GENERATING SETS

- The Buda Co., Harvey, Ill.
- \*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
- \*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
- D. W. Onan & Sons, Inc., Minneapolis 5, Minn.
- Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.
- Witte Engine Works, Kansas City 3, Mo.

## GENERATORS

- The Imperial Electric Co., Akron, Ohio.
- D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

## HOOKS

- Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.
- \*O. Mustad & Son, Oslo, Norway.
- \*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## ICE BREAKERS

- Gifford-Wood, Hudson, N. Y.
- Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

## LORAN

- \*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## NETS

- \*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
- \*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
- The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
- \*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
- \*A. M. Starr Net Co., East Hampton, Conn.

## OIL—LUBRICATING

- \*Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
- \*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
- Socony-Vacuum Oil Co., Inc., Marine Sale Dept., 26 Broadway, New York 4, N. Y.

## OIL—PENETRATING

- \*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

## PAINTS

- Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.
- Hart and Burns Inc., Riverside, Calif.
- Henderson & Johnson, Inc., Gloucester, Mass.
- International Paint Co., Inc., 21 West St., New York, N. Y.
- Pettit Paint Co., Belleville, N. J.
- Pittsburgh Plate Glass Co., Pittsburgh, Pa.
- Tarr & Wanson, Ltd., Gloucester, Mass.

## PROPELLERS

- \*Columbian Bronze Corp., Freeport, N. Y.
- \*Federal Propellers, Grand Rapids, Mich.
- F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.
- \*Hyde Windlass Co., Bath, Me.
- Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

- The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.



## PUMPS

\*The Edson Corp., 49 D St., South Boston, Mass.  
Marine Products Co., 515 Lyncaste Ave., Detroit 14, Mich.

## RADIO RECEIVERS

National Company, 61 Sherman St., Malden, Mass.

## RADIO TELEPHONES

\*The Harris Co., Portland, Me.  
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.  
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.  
\*Kaar Engineering Co., Palo Alto, Calif.  
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.  
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

## RANGES

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.  
"Shipmate": Stamford Foundry Co., Stamford, Conn.

## REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.  
\*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.  
\*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.  
G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

## RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

## SEAM COMPOUNDS

Standard Dry Wall Products, Box X, New Eagle, Pa.

## SHIPBUILDERS

Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.  
Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.  
\*Diesel Engine Sales Co., Inc., St. Augustine, Fla.  
\*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.  
\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

## SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.  
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

## STEERING GEAR

\*The Edson Corp., 49-51 D St., South Boston, Mass.  
\*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## STERN BEARINGS

\*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.  
\*Hathaway Machinery Co., New Bedford, Mass.

## WHISTLES

Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

## WINCHES

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.  
\*Hathaway Machinery Co., New Bedford, Mass.

## WIRE ROPE

American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio  
Bethlehem Steel Co., Bethlehem, Pa.  
John A. Roebing's Sons Co., Trenton 2, N. J.  
\*Wickwire Spencer Steel Division, Palmer, Mass.

## Sounding-Lead

(Continued from page 9)

purchases in the United States and possessions, except for highly perishable commodities. Frozen fish is specifically mentioned as a product not falling in this latter category. Fear that the Army would interpret the word "perishable" as including frozen fish brought about the explanation in the report.

## EXPRESS RATE CASE

The recent 100% victory of the fisheries in the Express Billing Weight Case can be called final. This is the proceeding where the Railway Express Agency sought to increase the billing weight of fish from 125 to 150% of the net weight of the fish, and to increase the billing weight of shellfish from 150 to 175%.

After an extensive hearing, which originated almost two years ago, briefs were filed, followed by exceptions to the Examiner's proposal, and thence by oral argument. The decision of the Commission's Division was totally for the fisheries.

Following the Division decision, the Railway Express Agency sought reconsideration and further argument. The I.C.C. has just denied the REA petition and the Division's decision holds.

**ECA PURCHASES** During the fiscal year 1950 (July 1, 1949-June 30, 1950) ECA granted purchase approvals for \$15,700,000 worth of fish and fish products and \$7,800,000 worth of whale and fish oils. Of the total of \$15,700,000 for fish, \$6,200,000 was authorized for the purchase of U. S.-produced products. The balance of \$9,500,000 was for the purchase of fish in Canada. The Canadian purchases were primarily canned salmon for the United Kingdom and salt cod for Italy.

## CANNED OYSTER PACK

The U. S. pack of canned oysters last year totalled 452,900 cases, valued at \$6,525,207. This was an increase of 95,800 cases over the previous year. Over half of the 1949 pack was canned in Louisiana and Mississippi. The Atlantic and Gulf States accounted for 75% of the pack and the States of Washington and Oregon for the remaining 25%.

## UNDERSIZE FISH SHIPMENTS

Congressman Alvin Weichel of Ohio has introduced H.R. 9113, which would prevent the shipment in interstate commerce of undersized fish. The bill has been referred to the Committee on Merchant Marine and Fisheries. A violation would consist of shipping fish in interstate commerce smaller than the legal size of the fish in the State in which it is produced or the foreign country in which it is produced.

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### ENGINES FOR SALE

Factory rebuilt and guaranteed Osco Marined\* 100 hp. Ford V8 and 95 hp. 6's. Get your listings from Osco Motors Corp., 36-27 Lawrence North, Philadelphia 40, Pa.

### DRAGGER FOR SALE

Boat *Frances & Marion*, 50' long, 16' beam, 6' depth, Diesel power, 2 sets doors, 4 nets, radiotelephone, Fathometer, all in excellent condition. Will ice 22,000 lbs. Ready to go fishing. Contact S. Santos, 164 A Bradford St., Provincetown, Mass. Phone Provincetown, Mass. 933.

### TWO FISHING BOATS FOR SALE

Two fishing boats, 87' long, 21'6" beam, 320 Fairbanks-Morse Diesel engine, will hold about 130,000 lbs. of fish. These boats are four years old and in excellent condition. Price \$125,000 for both boats. Walter C. Benson, 18 Bartlett Parkway, Winthrop, Mass.

### DRAGGER FOR SALE

38' Casey built Western type dragger. A husky able boat in first class condition throughout. New 60 hp. Lathrop Diesel power.

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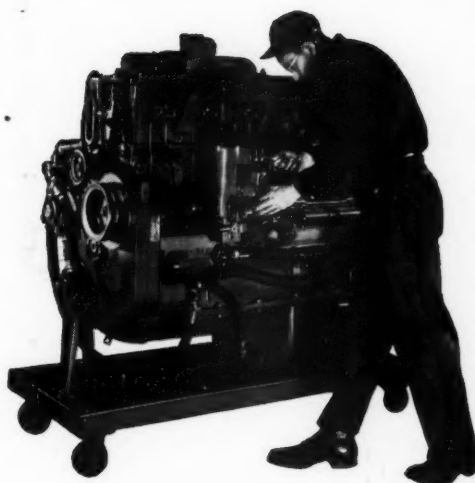
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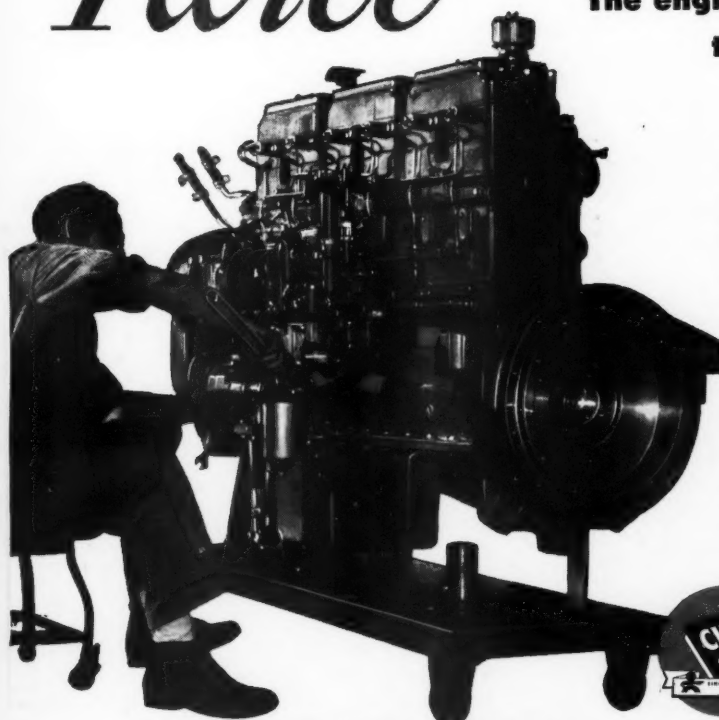
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Branches: 276-278 Badger Ave., Newark, N. J.; 16 Watervliet Ave., Albany, N. Y.; Big Tree Road and McKinley Parkway, P.O. Box 516, Blasdell, N. Y.; 3565 Erie Blvd. E., Syracuse, N. Y.

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